InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

PUBLIC ENGAGEMENT & AGENCY OUTREACH SUMMARY

July 6, 2017

Prepared for:
City of Tampa

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Public Engagement & Agency Outreach Summary

As part of the InVision: Tampa Streetcar Study, the City of Tampa conducted extensive public engagement to residents and stakeholders as well as outreach to multiple agencies. This memorandum details the outreach activities that were conducted as part of Phase 1 of the study effort.

1. PROJECT BRANDING

At the onset of the study, the City undertook a project branding effort. A study logo and other branding materials were developed for use throughout the study.

2. PROJECT WEBSITE

The City of Tampa created a project specific webpage on the City's website: www.tampagov.net/streetcar. The webpage was frequently updated and provided details about the study, frequently asked questions, a study schedule, documents and relevant studies or plans, presentation materials from the public meetings held during the study, an interactive survey, and an online comment form. Comments received via the online comment form are provided in Attachment A. The City also created a project email address: streetcar@tampagov.net.

3. SOCIAL MEDIA

Existing City of Tampa social media channels were used to share important information with residents and stakeholders. Notifications about the study and information about the public meetings were shared on the City's Facebook Events listing (www.facebook.com/TampaGov, which is liked by nearly 33,000 people) and Twitter (https://twitter.com/cityoftampa, which has 133,000 followers) accounts. This allowed the City to reach as many people as possible with the public outreach messages.

Through the City's Community Partnerships and Neighborhood Engagement Division, meeting notices were also sent to all of the neighborhood association presidents for further distribution to their membership. The City's Public Information Officer also issued press releases to various media outlets.

4. PRESENTATIONS, BRIEFINGS & SMALL GROUP MEETINGS

Several stakeholder presentations, briefings, and small group meetings were held with local property owners, community groups, and other stakeholders with an interest in the project. These meetings provided opportunities for staff and the project team to educate stakeholders and solicit feedback on the project.

Presentations, briefings, and small group meetings were held with:

- Tampa Community Redevelopment Agency (CRA) Citizens Advisory Committee (December 6, 2016);
- Tampa Downtown Partnership Transportation Committee (January 13, 2017);
- Regional Premium Transit Feasibility Plan project team (March 20, 2017 and April 27, 2017);
- Strategic Property Partners (SPP) representatives (March 31, 2017);
- Vinik Family Foundation representatives (April 21, 2017);
- CSX Representatives (May 8, 2017); and
- Tampa Heights Civic Association (May 25, 2017).

Additional briefings were made to the Hillsborough County Metropolitan Planning Organization (MPO) committees:

- Citizens Advisory Committee (February 15, 2017);
- Technical Advisory Committee (February 20, 2017); and
- Livable Roadways Committee (February 22, 2017).

5. STAKEHOLDER MEETINGS

The intent of the Stakeholder meetings was to share the presentations previously given to the public while providing an opportunity for these stakeholders to voice any additional comments or concerns.

The **first stakeholder meeting was held on March 23, 2017** at the Tampa Municipal Office Building. Invited attendees included representatives from the Hillsborough Planning Commission and MPO, Port Tampa Bay, TBARTA, THEA, THS, Inc., Hillsborough County, FDOT, and HART. At the meeting stakeholders received an update on the study goals and schedule. The following topics were discussed:

- An overview of the study, products and schedule;
- A summary of findings to date on downtown travel and mobility options;
- Key findings from the first public meeting held on March 7, 2017; and
- Discussion on study purpose and need and initial downtown mobility options.

The **second stakeholder meeting was held on April 6, 2017** at the Tampa Municipal Office Building. Invited attendees included representatives from: East Tampa Community Revitalization Partnership, Greater Tampa Chamber Of Commerce, Heights Urban Core Chamber, Hillsborough Community College – Ybor City, North Hyde Park Alliance, Soho Business Alliance, South Tampa Chamber of Commerce, Lorrin Shepard, Tampa Bay Partnership, Tampa Downtown Partnership, University Of Tampa, USF Health, Westshore Alliance, and the Ybor City Chamber Of Commerce.

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- A summary of findings to date on downtown travel and mobility options;
- Key findings from the second public meeting held on April 4, 2017; and
- Discussion on study purpose and need and initial downtown mobility options.

6. PUBLIC WORKSHOPS

The City and consultant team held three public workshops to provide information and solicit input during Phase 1 of the study. The meeting was publicized through a news release to local media, via social media, and with targeted email notices to key stakeholders. The City also created Facebook Events for all of the workshops, which was visible to everyone and pushed to the newsfeeds of anyone who likes the City of Tampa's Facebook page.

First Brainstorm Session – Focus on Purpose and Need

The first public workshop was held on March 7, 2017 from 5:30 to 7:30 p.m. at the Tampa Bay History Center. Approximately 100 participants attended the workshop. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department, gave introductory remarks and Steve Schukraft, Dave Vozzolo, and Clarence Eng from the consultant team presented.

The purpose of this workshop was to introduce the study to the public and gather feedback on the preliminary Purpose and Need statement. The presentation also included a review of the history of the streetcar in Tampa, provided an overview of modern streetcar systems and technology, and discussed existing conditions and context. Additionally, the consultant team introduced three streetcar concepts for the future: Downtown Circulator, Venue Connector, and Subregional Link. Throughout the workshop, participants were asked to provide live feedback to a number of questions

through the interactive online survey tool Mentimeter. Following the presentation, a question and answer session was held.

A copy of the presentation, Mentimeter survey results, handout, sign-in sheets, verbal comments received, and written comment forms is provided in Attachment A.

Second Brainstorm Session – Focus on Corridor Options

The second public workshop was held on April 4, 2017 from 5:30 to 7:30 p.m. at the Tampa Bay History Center. Approximately 60 participants were in attendance. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department, gave introductory remarks and Steve Schukraft and Clarence Eng from the consultant team presented. Following the presentation, a question and answer session was held.

The purpose of this workshop was to introduce several corridor options and gather input from attendees on their preference for these options. The presentation also focused on an overview of the streetcar study, study timeline, a recap of comments from the first meeting, a review of the Purpose ad Need statement, and an introduction to seven generalized corridor options. Throughout the workshop, participants were asked to give live feedback to a number of questions through the interactive online survey tool Mentimeter. Attendees were able to provide input on their preference for each corridor option.

A copy of the presentation, Mentimeter survey results, handout, sign-in sheets, verbal comments received, and written comment forms is provided in Attachment B.

Results Roundtable

The final workshop was held on May 2, 2017 from 5:30 to 7:30 p.m. in the Ybor Room at the Hillsborough Community College, Ybor City Campus. Approximately 80 participants attended. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department, gave introductory remarks and Steve Schukraft and Clarence Eng from the consultant team presented. Following the presentation, a question and answer session was held.

The focus of the final workshop was to present more refined alignment options based on public input provided at the first two workshops. The presentation included a recap of the study progress and work completed, an overview of the alignment options screening process, an introduction

Strongly Disagree
Important for future success of downtown
Critical to meet future mobility demands
Willing to pay more in property / sales tax for service
EXIT

to seven alignment options, a review of rating factors, a discussion of the preliminary ratings, and a review of next steps in Phase 1 and Phase 2. Throughout the workshop, participants were asked to give live feedback to a number of questions through the interactive online survey tool Mentimeter. Attendees were able to provide input on their preference for each alignment option.

A copy of the presentation, Mentimeter survey results, handout, sign-in sheets, verbal comments received, and written comment forms is provided in Attachment C.

Draft Recommended Alignment Public Workshop

[to be held on October 24, 2017]

7. ONLINE SURVEY

The City of Tampa conducted an online survey asking residents about their thoughts on the InVision: Tampa Streetcar project. Eight hundred and thirty five (835) people responded to the online survey, which was open from February 23 through March 27, 2017 on the study website. A brief description of survey results follows. Full survey analysis is provided in Attachment D.

- A majority of respondents either lived (31%) or worked (23%) in the downtown Tampa area. Driving was the main transportation mode for respondents getting to and from work (77%). However, when asked how they got around downtown, other modes of transportation were also used, including walking (29%), taxi/Uber/Lyft (11%) and bike (7%). When attending special events downtown, the majority of people either drove (43%) or took a taxi/Uber/Lyft (22%).
- While a significant percentage of people who responded to the survey do not currently use public transit (44%), 30 percent of those who do use public transit ride the Tampa Streetcar. Fourteen percent (14%) use the Downtowner and 10 percent choose a HART bus. Respondents felt that the biggest transportation challenge facing downtown and surrounding neighborhoods today is availability of transit options (42%).
- Sixty-five percent (65%) of respondents stated that they have used the Tampa Streetcar at least once in the past year, with the largest percentage using it on an occasional basis (33%). Ybor City was the number one destination for streetcar users (46%) and they used it because it was convenient (37%) or because it was a novelty/curiosity (25%).
- When asked what factors were most important in creating successful mobility solutions for downtown, "high frequency service" received very high marks, along with "direct connections between urban neighborhoods and jobs" and "direct connections between entertainment and cultural destinations."
- Respondents said the focus for these mobility solutions should be on helping commuters go to downtown jobs (33%) and on helping downtown residents (20%). However, respondents believe that political will (49%) and the cost of construction (19%) will be barriers to implementing a downtown mobility solution.
- The Tampa Streetcar could be utilized a number of different ways by riders. Forty-two percent (42%) of respondents said they would use a Downtown Circulator weekly and 21% would use it daily. Thirty-four percent (34%) of respondents said they would use a Venue Connector weekly and 20 percent would use it occasionally. Finally, 33% of respondents would use the Tampa Streetcar as a Subregional Link occasionally and 21% would use it weekly.
- When asked if they would be willing to pay more in property taxes for the service, the majority of respondents either strongly or moderately agreed to this when discussing all three services – Downtown Circulator, Venue Connector and Subregional Link, with Downtown Circulator receiving the largest number of responses.
- Support for the statements, "Level of service is critical to meet future mobility demands for downtown residents, works and

visitors," and "This type of service is important for the future success of downtown," was even higher on all three types of service, with the Downtown Circulator receiving the highest level of support.

8. NEWS COVERAGE

Local news media coverage was extensive during Phase 1, and numerous stories and articles were written in support of the project and about the public meetings that were held. The following list includes some of the news coverage that was received:

- January 29, 2017: Tampa Bay Business Journal, "Tampa's streetcar feasibility study takes crucial step forward." http://www.bizjournals.com/tampabay/news/2016/01/29/tampasstreetcar-feasibility-study-takes-crucial.html
- March 6, 2017: Tampa Bay Times, "Tampa looking for ideas to expand and upgrade streetcar." http://www.tampabay.com/news/transportation/masstransit/tampa-looking-for-ideas-to-expand-and-upgrade-streetcar/2315295
- March 7, 2017: WTVT Fox 13 TV
- March 7, 2017: WFLA NBC 8 TV
- March 14, 2017: Tampa Bay Times, "Study will help determine expansion of once-bustling Tampa streetcar system." http://www.tampabay.com/news/transportation/study-will-help-determine-expansion-of-once-bustling-tampa-streetcar-system/2316422
- April 3, 2017: Tampa Bay Business Journal, "Tampa looks to the public to help overhaul dated streetcar." http://www.bizjournals.com/tampabay/news/2017/04/03/tampa-looks-to-the-public-to-help-overhaul-dated.html
- April 3, 2017: Tampa Bay Reporter, "Tampa to hold 'InVision: Tampa Streetcar' brainstorming session." http://www.tbreporter.com/transportation/tampa-hold-invision-tampa-streetcar-brainstorming-session/
- April 10 2017: 83degreesmedia.com, "City of Tampa invites public input on streetcar route extension." http://www.83degreesmedia.com/devnews/Invision-Tampa-planning-streetcar-expansion-041017.aspx
- April 14, 2017: Next City website, "Tampa Dreams of Turning Novelty Streetcar in Transit Solution." https://nextcity.org/daily/entry/tampa-streetcar-expansion-commuters
- April 18, 2017: 83degreesmedia.com "What's next for Tampa streetcar line? Speak up." http://www.83degreesmedia.com/inthenews/Tampa-streetcar-line-extension-041817.aspx
- May 3, 2017: Tampa Bay Business Journal, "Seven routes Identified for Tampa's streetcar of the future." http://www.bizjournals.com/tampabay/news/2017/05/03/seven-routes-identified-for-tampas-streetcar-of.html
- May 16, 2017: 83degreesmedia.com, "7 potential routes identified for Tampa's streetcar expansion." http://www.83degreesmedia.com/devnews/future-Tampa-streetcar-routes-identified-051617.aspx

9. ATTACHMENTS

Attachment A – Online Comments (March to May 2017)

Attachment B – First Brainstorm Session – Focus on Purpose and Need

Attachment C – Second Brainstorm Session – Focus on Corridor Options

Attachment D - Results Roundtable

Attachment E – Survey Results

Attachment A – Online Comments (March to May 2017)

- *We live on Harbour Island and work in Brandon. For us, the only use of the streetcar is to visit Ybor City. The streetcar is a 10 minute walk to the Channelside station, but the walk isn't the issue. The issue is the cost of the streetcar. The cost for a 4 mile roundtrip to Ybor for two people is $10 which is outrageous! We can park in the parking garage and spend $2-4 depending on the length of the movie. The cost should be a $1/person. At this price, we'd use the streetcar more often.*
- *Moving forward, whatever the new system looks like, it needs to extend to the Straz Center. We visit the Straz 5-6 times per year, Curtis Hixon Park (for events) 5-6 times per year, and visit the Tampa Museum of Art 3-4 time per year. For each visit, we have to drive the 2 miles and then find a place to park. On occasion, we'll walk the Riverwalk and take the Downtowner home."*
- *I feel TECO should have low-floor streetcars, similar to what many modern US streetcars are using, plus switch from a pay as you enter system to a pay before boarding method. In addition the new corridor should be classified as a LRT.*
- *I would love to see the streetcar do a full loop.*
- *Tampa needs more forms of transportation for those of us within 2 to 4 miles of downtown. Very inconvenient to drive being so close and this would help drive down other costly transportation options to drive more activity in the urban Core.*
- *Keep the existing historic system as is. Build a completely separate streetcar or light rail system. It's too costly to try to adapt the current system. Just leave it and build a completely separate system.*
- *Hi. I think we badly, and I mean badly, need rail or expanded street car in the Tampa Bay area. We are the only major metropolitan area without it. It would help grow our economy and relief traffic. I am willing to pay whatever extra tax to get rail, if not, street car for sure.*
- *I would love a link to Ballast Point. It would connect my neighborhood of ballast point so easily to downtown*
- *Tampa Heights and Seminole Heights. Also the trolley should be able to turn lights green as they go to make it a quicker commute.*
- *South Tampa area would be great.*
- *Expanding the streetcar system to extend to the Soho/Hyde Park.*
- *I think the streetcar should go down to Port Tampa like it originally did, as well as into Hyde Park.*
- *Bayside West. Convert the Uhaul property on Gandy Blvd to a streetcar stop with parking for riders. Use the train tracks to have a route through S Tampa to downtown.*
- *I think that if the streetcar expanded into Seminole Heights it would be an excellent idea. It is a very up and coming neighborhood with lots of young adults, this expansion of the streetcar into Seminole Heights would be a great way to help business in both Seminole Heights and Ybor.*
- *Connect the streetcar to Hyde park and SOHO.*
- *South Tampa, as a means to commute to downtown office buildings.*
- *I would love to see the streetcar connect to the up and coming Seminole heights area from downtown. The demographics are a perfect fit...along with all the breweries. I think it would be a huge boost to both areas!*
- *The ideal transit routes for our area would be: USF to downtown and Downtown to the airport. If that is outside the scope of this project as it may well be, then I would suggest continuing north into downtown past Whiting street (on Franklin, Tampa or Ashley) to the Straz Center then to the University of Tampa and Hyde Park. The other end of the line in Ybor should definitely extend down to IKEA, which would be a major attraction. Also, looping the line, perhaps via Palm Ave, would also make a lot of sense.*

Attachment A – Online Comments (March to May 2017)

- *Needs to be modernized and expanded to connect to south Tampa neighborhoods*
- *We would like have the trolley to be installed on the original lines be used in our original Neighborhoods as real transportation, with a frequency of every 10 to 15 minutes. This will allow for real traffic mitigation. Give us back the trolly for Tampanian not just for tourists.*
- *I understand there is a problem with crossing CSX tracks and this is preventing the streetcar from going north through downtown.*
- *Until the City of Tampa can create a viable, dependable way for people to get around the city without the woes of traffic jams and parking meaningful growth will be limited. Focus on getting people to work first and the economy will respond.*
- *Extend the streetcar west - through West Tampa into Westshore/ Airport area.*
- *I just want to commend you all on a great job thus far! This study will serve as a foundation to opening much needed doors for transit service within TB. I recently attended a public workshop, and commented on the use of somewhat antiquated population and employment data. I wanted to circle back to share both a presentation (which I saw at a TB GIS meeting) and a link that could possibly prove useful for more recent population data,*
  Presentation Link: http://tampabaygeo.org/swfwmd-popproj-1252017/
  Population Projections for Hillsborough County Hillsborough County Link: http://data-swfwmd.opendata.arcgis.com/datasets/812f887249ac4af39f62d413972e13de_8
  The great thing about this database in particular is that it considers tourism, whereas the US census does not. Hope this helps! I'm looking forward to being a part of the study as it transcends.
  Keep up the great work,
  Danielle Joyce, Greenman-Pedersen, Inc.
- *I hear stories from Tampa's old timers about the streetcar running along Bayshore Blvd back in the day. I live along Bayshore and would definitely utilize a streetcar to go north to visit Hyde Park Village, the Riverwalk, Tampa Theater, Art Museum, Amalie Arena, water taxi to Ulele's, etc. and in the other direction, I love going to Ballast Point Park and Pier, the shops along South MacDill and Kojaks. Just like the old days! Thank you for considering this!*
- *I believe it's a great idea but believe it would yield the best results if it was Looped route. If it extended East-West from the MTC and passed by Perry Harvey Park/Encore to re-connect to the main North-South line parallel with the channel I believe it would not only be effective for those that live and work in this area but for tourists as well.*
- *I live in Channelside and work in downtown. I would use the streetcar as a daily commute if it went further into Downtown. I am definitely for the expansion and extended hours. - James Hughes, Channelside Resident*
- *Our Streetcar is too slow and too uncomfortable. Here is my suggestion to solve attack more riders. Time traffic lights to allow the trolley to move along the street without stopping and waiting for traffic lights. Second, improve the seating just a little bit. Finally, stop having ride the trolley fairs. The streetcar is a great asset which is being used as an amusement park ride instead of a serious mode of transportation. People riding for $.25 are taking a trolley ride, not necessarily trying to reach a destination which is what public transportation is supposed to be. - John Montesano*
- *I think it would be a great idea for the streetcar if some of the old lines could be re-established. For example, to get it to go down Swann to Old Hyde Park. The old line went down Kennedy to University of Tampa then turned south, ultimately ending up on Swann through Old Hyde Park and then down Rome to Bayshore. Nothing would be cooler than taking the tracks all the way to Ballast Point down Bayshore, which I think would be feasible as the old track bed is there, but there isn't enough at Ballast Point to support the required ridership. Old Hyde Park would be great, though, as you*

would be connecting a shopping area where there is two parking garages. People would ride it to games and stuff at the forum, not to mention it would be connecting Ybor City, Channelside, the Amalie Arena, Old Hyde Park, and also walking distance to Howard Ave. It seems like it would be the most logical expansion. I live on Harbour Island and would definitely take the streetcar to Hyde Park. - Paul Maney

» *People always criticize the street car because the fare covers so little of its costs. I understand, however, that bus fare covers even less of the cost of buses. And, of course, the fare for driving cars on the roads is $0.00, so drivers of private vehicles are being subsidized 100% by tax payers. Put in those terms, what's the beef about the street car?*

» *NOT EFFICIENT. NOT GOING WHERE PEOPLE NEED TO GO. NOT GOING WHEN PEOPLE NEED TO GO. What makes a great city? Not the above three. Go to AMSTERDAM and see how it's done. Why are we spending $$ on rail suitable for heavy freight trains? You are running empty lightweight trolleys. All that heavy weight rail is NOT necessary now or in the future.*

» *Although I was unable to attend the three sessions that were held in Ybor, I'm grateful they occurred, and an opportunity was created for voices to be heard. Ironically, the reason I could not make it in time from work was traffic. Having said that, I spent the last 7 years working in Manhattan (one of those years in Brooklyn) and grew very accustomed to/fond of their transit offering. I would defer to and even prefer a transit option throughout downtown and connecting downtown to other areas (tampa heights, ybor, westshore). Especially if those options ran through the night, eliminating the need to drive after perhaps having had a drink or two at dinner. Despite the fact that Tampa is a place of urban sprawl (unfortunately), Houston is very similar and to a much greater degree, but they have a very successful streetcar system that is leveraged for the museum district, as far as their MLS Dynamo stadium (it would be a HUGE plus if there was some access to Raymond James Stadium and wherever the Rays stadium ends up with this streetcar). Last but not least, I would like us to explore options with the least environmental impact (electric/solar or extremely low emissions) so as to maximize the benefits for reduced car traffic. Thank you for your efforts and thank you for your time. If there is any way to stay in touch or be informed of future plans please do not hesitate to contact me. andreas.lagos@outlook.com*

» *The downtown core is growing. This growth is driving a need for better transportation, as evidenced by the 75 minute wait time for The Downtowner service. Proceeding straight up Franklin and over to the new development around Waterworks should be the focus of growth. That neighborhood os about to explode with growth, and could use the city's support in that.*

» *The streetcar would be an intrepid paradigm shift in the transit culture and mobility networks of Tampa and Hillsborough county. https://instagram.com/p/BTue36PAdLb/. I am in support of socially and economically mobile civic culture.*

» *Streetcars have the liberty to reconnect nodes and neighborhoods to the cultural fabric that makes Tampa unique. https://instagram.com/p/BTugCc7AIHX/. I envision platforms and stations that generate new public spaces and gathering places for the exchange of hearts, heritage, and hopes.*

» *Although I love riding the street cars I think the city should focus on a wider ranging public transit system like a light rail. Yes the downtown should be the city center but in order to make that happen you must accept that we are a polycentric city for now and other than a few roads leading into downtown there is very few options for those without a car. The hart bus system desperately needs improvement in range and route options and the buses them selfs emit a shameful amount of visible pollutants. I love being downtown but without a car I rarely can afford the time and effort it takes to get down there from the usf area. Please before dumping*

Attachment A – Online Comments (March to May 2017)

millions into something that will only serve a few, consider a system that will allow the greater Tampa area to enjoy our wonderful and improving downtown.

- *I cannot believe we are wasting so much money on a study to expand the street car even further when it is not that important in the scheme of downtown travel. There are other modes that are most cost effective - including the Downtown Trolley and the new electric cars. Not to mention walking.*
- *Thanks for all of the effort on this website. Debby delights in conducting Internet research and it's really simple to grasp why. Almost all notice all regarding the lively method you produce advantageous thoughts through this website and as well as inspire contribution from website visitors on that area of interest so our simple princess is always learning a lot. Take pleasure in the rest of the year. You have been conducting a glorious job.*
- *On behalf of the West Tampa Chamber of Commerce, Established 1904, PO BOX 4946, Tampa FL 33677*
  Re: East/West River-Ybor – 4.66 miles and 13 stations extending west from Ybor City along the north part of downtown, crossing the Cass Street bridge and running north to Blake High School.
  Ladies and Gentlemen:
  The West Tampa Chamber of Commerce represents 200 businesses in the West Tampa area.
  We strongly endorse and support any and all street car development in our community. The West Tampa area is a perfect hub for residents and businesses to reach from downtown to the airport (and beyond). Your plan facilitates getting to work, and enjoyment of recreational activities by residents and visitors.
  West Tampa enjoys 6 major assets; each of which can be benefited by an expanded street car system. They are: the Medical District; parks & greenspace; Historic Main Street (former street car line); Gateway to all sports venues in Hillsborough including RaJa Stadium, NYY/Steinbrenner, University of Tampa, West Tampa Little League and others; worldwide food, coffee and eateries; cigars; and the Riverfront- West Side.
  Your reply is welcome and appreciated.
  We are entrenched and passionate about economic development in West Tampa. Our boundaries are Hillsborough River x Hillsborough Avenue x North Dale Mabry x Kennedy Boulevard. Lets get on board together.
  Sincerely, Dawn Hudson, President 2017, 2016, West Tampa Chamber of Commerce, www.westtampachamber.com
- *There's pretty much nothing that connects Hyde Park (or anywhere in South Tampa) to downtown, so a streetcar expansion that way would be nice.*
- *I have lived & worked in Channelside/Downtown for four years. I would think the best first route to invest in would be the Hyde park to Channelside. Why? With Hyde Park already built out with entertainment and dining options it'll connect the soon to be built Vinikville. Have dinner in Hyde park and then hop on the trolley to see a concert in downtown and the hop on the trolley again to go drink afterwards on Franklin or Hyde park. Eliminate the need for cars, drunk driving and Link to built up neighborhoods and continue to build out from that hub.*
- *Expanding the streetcar service through downtown, over the river, to UT along or near the Kennedy Blvd right of way, and ending at or near Hyde Park Village would be an ideal and sustainable expansion: it would connect students to UT campus and Hyde Park residents to dkwntown/channelside/Ybor. This would have immediate practical use, and as a citizen living near Hyde Park, personally could see myself using the service regularly.*
- *I like the north south Franklin route for streetcar expansion.*

Attachment B – First Brainstorm Session – Focus on Purpose and Need

INVISION: TAMPA STREETCAR
First Brainstorm Session: Purpose & Need
Tampa Bay History Center
Tuesday March 7, 2017

The first of three public meetings for the Invision: Tampa Streetcar project took place on Tuesday, March 7, 2017 at the Tampa Bay History Center. Approximately 100 participants attended. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department gave introductory remarks.

Community participants: 1.) heard an overview of the streetcar study and timeline by Steve Schukraft, HDR. 2.) heard Streetcar 101 by Dave Vozzolo, HDR. 3.) heard an overview on conditions and context by Steve Schukraft, HDR and Clarence Eng, Kimley-Horn. 4.) were introduced to three Concepts for the Future: Downtown Circulator, Venue Connector, and Subregional Link. 5.) Asked to give live feedback to a number of questions through the phone app Mentimeter.

This first meeting marked the beginning of the Study's public outreach.

Comments and questions the community raised are summarized below:

1. The three ideas (Circulator, Venue Connector, Sub-Regional Link) tend to be too singular. Modern streetcar technologies can do all of the above.
2. Taryn Sabia (Tampa Heights) Activity/Density question – how to calculate future activity
    a. ***Response: numbers are from Regional Model. Tampa Bay Regional Transportation Model is based on transportation land use plans and not based on hypothetical expectations.***
3. Comment on history. In 1940's when streetcar system was dismantled the City created ordinances to encourage parking. Legislative action to do away with parking requirements is needed. If parking is to be provided then developers should have to pay impact fees.
4. If you build it they will come. If we could figure out a way to measure the tax base then could find means to finance the system expansion.
    a. ***Response: various funding options will be explored including Tax Increment Financing (TIF) or Special Districts***
5. Max Suarez – we can plan for transit but if no proper development is encouraged then project will not succeed. Aurora Development is a horrible example. It was zoned as residential single use. There are many multi-family development without commercial. Most successful mixed-use examples are in S. Howard Ave.
    a. ***Response: this evaluation (how do we get mixed-use) will be evaluated towards the end of Phase 2. How buildings address public spaces and frontage is an important factor.***
6. No one knows what the future will hold. The market will determine the success or failure of the project. Advise that multiple scenarios be carried forward. Streetcar needs to be agile. A/V will change the urban landscape.
7. Kevin – consider testing that is being conducted in Germany with A/V trams. This did not appear to be in the scope for the Streetcar study. Only identified using Federal funding.
    a. ***Response: we will also look at financing strategies that do not assume Federal funding which could allow for a quicker implementation.***
8. Vance Arnett – Channel District Community Alliance members will use the streetcar if it is "frequent and cool." They won't get on dirty buses or taxis and don't want to wait an hour for service. The Downtowner and In-Towner is booked with UT students. The recent changes made by HART for early service was not

rolled out properly so people were not aware of this. They want a system that is unique and provides frequent service. Please include stops in Channel District. Channel District contributes a lot of funds via the CRA but during special events such as Gasparilla, all of the streetcar stops between Ybor City and the Barn are closed.

9. Ron Weaver (Stearns Weaver Miller) – Imagine Oct 2018 on the verge of ½% sales tax approval and ask what role did this planning process provide to help in the success of the project/referendum.
10. Chris (Historic Ybor/Sunshine Citizens) – encourage that streetcar service extend beyond downtown area. Currently there are multiple conflicts with all of the circulators. Seems a little redundant, so would like to see benefit more with robust bike lanes throughout downtown. Bike lanes can help people move. Value added with robust bike lane system. Can we have more meetings.
    a. ***Response: City staff will be available to update and solicit input from community groups. More public engagement meetings are planned during Phase 2.***
11. There was talk of Streetcar getting an app. Credit machines sometimes malfunction and sometimes don't carry cash.
    a. ***Response: HART is working on the app. On March 14, 2017, next week, the Flamingo app will start*** (http://www.gohart.org/Pages/flamingo.aspx).
12. Seminole Heights rep – will presentation be available with responses so that they can share with their neighborhood associations?
    a. ***Response: presentation and survey results will be placed on website:*** www.tampagov.net/streetcar
13. John Rodriguez – lives in West Tampa. He takes HART or drives to work. The Streetcar would be more viable if it went to West Tampa and then were to be extended to Raymond James Stadium and eventually link to Tampa International Airport. It needs to combine residential, jobs and tourist. Three legs of the stool is a viable path for sustainability.
14. No connectivity between transit within City. Frustrating to see people coming from buses or cruise ships lugging suitcases in the rain and heat. These facilities are packed but do not have connectivity to one another. Connect transit points.
15. Bayshore Beautiful resident – our transportation grid is not best serving residents of Tampa. It's for commuters who are coming from elsewhere. Every great city has central drop-off point. Where will this be for Tampa?
    a. ***Response: the Marion Transit Center was intended to serve as a hub and has been targeted for connection to the regional services coming from different places and purposes.***
16. Please include HCC students in the outreach.
    a. ***Response: our third meeting on May 2, 2017 will be held on the HCC campus.***
17. Lives outside of downtown and doesn't work. Drives. Takes trolley to go to Ybor but doesn't take the bus. Streetcar is great for people who live and work downtown but the rest of the City gets nothing.
18. Jack Wyatt – grew up in New Orleans and as a kid rode the streetcar there. Are we looking at the CSX corridor for connecting in south Tampa?
    a. ***Response: will be engaged with the Regional Premium Transit Study.***
19. Ron Frank(?) (Channel District) – came back from Portland Oregon and rode the streetcar there. You get pass at station for day, week or longer. Passengers are on honor system with attendant who occasionally checks the tickets. Get rid of time charts that are difficult to read and replace with LED screens at the stations that tell you when the next streetcar will be arriving. Having fair boxes at the trolley takes time. Provide annual pass. Just joined Pirate Water Taxi.
20. Will we look at ensuring that bikes can be placed on the streetcar?
    a. ***Response: modern vehicles provide space for bicycles.***

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

The City of Tampa is conducting a public transportation feasibility study for the extension and modernization of the current streetcar system. The goal of this planning process, which is called **InVision: Tampa Streetcar**, is to take the first step towards creating another viable transportation choice for downtown.

Brainstorm Session #1

"Purpose and Need"

Tuesday, March 7, 2017
5:30pm

Tampa Bay History Center

801 Old Water St, Tampa, FL 33602

Free parking is located in the Blue Lot

Can't make it? We still want to hear from you.
*Visit **tampagov.net/Streetcar** to share your thoughts.*

Please share this invitation with anyone you believe would be interested in attending this meeting.

We look forward to seeing you there.

City of Tampa Facebook Event

INSIGHTS SINCE 02/20/2017

4.3K Reached
+0 this week

159 Viewed
+0 this week

53 Responded
+0 this week

Edit ···

MAR
7

InVision: Tampa Streetcar Brainstorm #1

Public · Hosted by City of Tampa Government

★ Interested | ✓ Going | Hootlet | ···

Tuesday, March 7 at 5:30 PM - 7:30 PM
about 3 months ago

Tampa Bay History Center
801 Old Water St, Tampa, Florida 33602
Show Map

About | Discussion

Write Post | Add Photo/Video | Create Poll

Write something...

16 Went · 71 Interested
Share this event with your followers

EVENT TIPS Next Tip

Create New Event

Have another event by City of Tampa Government coming up? Create an event to let people know about it.

Create

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NEWS RELEASE
For Immediate Release

For additional information, please contact:
Ashley Bauman, Public Affairs Director
(813) 274-8262
Ashley.Bauman@tampagov.net

City of Tampa to hold the first "InVision: Tampa Streetcar" brainstorm session on March 7

Residents are encouraged to attend and share their thoughts on improving this important downtown transportation choice

Tampa, Fla. (March 7, 2017) – The City of Tampa is set to hold the first of three public meetings to discuss "Invision: Tampa Streetcar," a public transportation feasibility study for the extension and modernization of the current streetcar system.

The March 7 meeting will be a community brainstorm session where residents will hear about the planning process and then provide input back to the planning team about the purpose of the project and about the needs of the downtown Tampa community for transportation options.

"Our urban core demands more transportation options. The streetcar system is an underutilized asset and we are taking a hard look at its future. A potential extension of the system through downtown could open up connections to new neighborhoods, jobs, and entertainment.," **said Mayor Bob Buckhorn**. "The goal of this planning process is to take the first step towards creating another viable transportation choice for Tampa."

During this project, the planning team will look at a wide range of corridors and technologies, including the possible use of autonomous transit vehicles, and will recommend feasible alternatives and funding strategies. The first phase of Invision: Tampa Streetcar is expected to be complete in early Summer 2017. If the results of the feasibility analysis are positive, a second phase will be initiated to select a preferred alternative and refine plans and strategies.

The public outreach meeting schedule for Phase 1 of Invision: Tampa Streetcar is as follows:

Tuesday, March 7 – Community Brainstorm #1 (Focus on Purpose and Need)
Tuesday, April 4 – Community Brainstorm #2 (Focus on Technology and Alignment Alternatives)
Tuesday, May 2 – Results Roundtable from 5:30 – 7:30 p.m. at the Tampa Bay History Center, 801 Old Water St., Tampa, FL, 33602 and the results roundtable will be located at the HCC Ybor campus at 2001 N. 14th St. (Republica de Cuba) in the Ybor.

###

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

STOP DOING STUDIES + QUESTIONS
WHETHER WE WANT THIS OR NOT
I THINK THE ANSWER IS OBVIOUS - YES!

THE CITIZENS ARE READY TO HELP
YOU PLAN - WHERE / WHEN!

ONE REASON
~~• THE REASON~~ FOR THIS IS FOR WORKERS - !!
PEOPLE WHO ARE LOW INCOME WHO CANNOT
AFFORD A CAR TO GET TO WORK / HOSPITAL / ETC.
20-
• A 7 DAY A WEEK 24 HOUR FREQUENCY

Date: 03/07/2017

Name:

Street Address:

City, State, Zip:

Phone:

Email:

Please leave in the comment box
or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and
Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: CIRCULATOR/VENUE CONNECTOR/SUB-REGIONAL CATEGORIES AND CONVERSATION IS TOO SINGULAR. A MODERN STREETCAR SYSTEM CAN DO ALL OF THE ABOVE IF WE THINK IN TERMS OF A MULTITUDE OF SYSTEMS/LINES. ONE LINE EXTENSION IS A START. FOCUS ON REGIONAL EXTENSION AS A HOLISTIC TRANSIT SYSTEM.

CONSIDER SMART GROWTH AND PARKING PLANS IN CONJUNCTION WITH TRANSIT PLANS. FIXED GUIDELINE IS MUCH GREATER FOR GROWTH THAN A/V. THE ECONOMIC DEVELOPMENT/GROWTH ASSOCIATED WITH FIXED GUIDEWAY GREATLY OUTWEIGHS "FLEXIBILITY" OF AUTONOMOUS VEHICLES.

"MODERNIZATION" GOES BEYOND VEHICLES. STATION DESIGN, LAND-USE, MULTI-MODAL, PARKING PLANS, POINT-OF-SALE, SMART GROWTH PRINCIPLES, STORMWATER MANAGEMENT, BRANDING + ADVERTISING, ETC.

Date: MARCH 7TH, 2017

Name: JOSHUA FRANK, M.ARCH., MUCD.

Street Address: 2016 E. PALM AVE. #15309

City, State, Zip: TAMPA, FL 33605

Phone: 1-(727)-709-7202

Email: frank.joshua1@gmail.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: My boyfriend and I moved to Ybor specifically to gain access to walkable urban neighborhoods & the streetcar. I would ultimately want a modern streetcar with light rail for regional connectors but even in the existing system the hours & infrequency make it difficult to use. My boyfriend rides the streetcar daily to work and will not be able to do that by the end of this month. We need a system overhaul but even the existing system could work better if hours were extended & it was advertised better.

Date: 3/7/2017

Name: Lee Meach

Street Address: 2010 E Palm Ave, Unit 15309

City, State, Zip: Tampa, FL 33605

Phone: (850) 384-5113

Email: Lcichon12@gmail.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Tampa is lacking in transit options so seriously that all 3 ideas are critical to the growth of the city. When focusing on the streetcar downtown, it would be great if it could reach to the edges of downtown & connect to more regional/neighborhood transit options. Transit & the planning department need to look forward together to make the city a better transit city. Why not focus on a backbone of transit along the old streetcar lines?

The current options seem to fight each other & do not get the same promotion/focus from HART/ the City.

Date: 7 Mar 17

Name: Lynn Hurtak OSHNA land use chair

Street Address: 5914 N Tampa St

City, State, Zip: Tampa, FL 33604

Phone: (352) 222-6069

Email: lynn.hurtak@gmail.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Primary need: loop existing track by extending up Franklin to Palm, then across Palm, either connect at 15th St. or 22nd St. Secondary need: add extension lines from Palm up to Heights, from Convention Center to Hyde Park, from Palm thru Main St out to W. Tampa. Another option would be an East Loop (existing track plus extension to Palm & loop) along with West Loop (up Franklin, West on Palm, South on Boulevard and East on Brorein). Must have multiple cars & loops not lines, to cut wait time. Should have multi-use lanes for streetcar & bikes or streetcar within some turning lanes.

Date: 3/7/17

Name: Hope Donnelly

Street Address: 1617 N. Franklin St.

City, State, Zip: Tampa FL 33602

Phone: 813-447-9859

Email: 8countttampa@gmail.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: We need to focus our system first building transit in downtown to increase density, and then extending to outlying neighborhoods, which increases densities outside the downtown core. This increases funding for the city to maintain the system. Only then do we create regional connections, so those coming from suburbs have adequate connections to get around downtown core.

High frequency service is required to make this worth using. This comes from someone living in north downtown, without even considering an extension. An extension would help even more.

Do not set the streetcar up so that future lines run down the middle of the interstate/as part of TBX. You minimize the value of fixed transit by limiting the potential for transit oriented development because people cannot walk to as many locations when exiting from interstate.

Make sure all stops have sufficient cover to protect from Florida heat and rain.

Date: March 7, 2017

Name: Garrett Tozier

Street Address: 1108 N. Franklin St. Unit 603

City, State, Zip: Tampa, FL 33602

Phone: 813.310.0227

Email: garrett.a.tozier@gmail.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

* WOULD LIKE ACCESS TO THE SLIDES - "PROJECTIONS"

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Your support will hugely depend on the range (distance) of areas it will touch.
So branch out.

South Beach has an inexpensive "loop" system. Continuous frequent.
Makes no sense not to have a similar option "cheap" around downtown & convention + Channel district + Straz area
DRIVERLESS BUSSES BEGIN TODAY in CALIFORNIA (ONE CITY). BY THE TIME THIS PROJECT COMES TO FRUITION - IS THIS SOMETHING TO LOOK AT?

Date: 3/7/17
Name: KEN BUKOWSKI
Street Address: 275 BAYSHORE
City, State, Zip: 33606
Phone:
Email: DIRECTOR-KB@OUTLOOK.COM

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: In downtown there are numerous modes of public transportation that compete for passengers. Outside the area there is almost no public transportation. I don't use much D-T public transportation. I HAVE TO drive to D-T so I don't use the trolley or buses or any other. I walk. If I could get to D-T w/o my car, I would use these other services. Plus it would provide more riders to available paying Trolleys.

Date: 3/7/17
Name: Susan Long
Street Address: 921 E Broad St
City, State, Zip: Tampa FL 33604
Phone: 813-857-4830
Email: susan@swlong.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

Subregional Link
Strongly Disagree
Important for future success of downtown
Critical to meet future mobility demands
Willing to pay more in property/sales tax for service
EXIT

Name	Email	Home Zip Code	Attended_Mtg1	Attended_Mtg2	Attended_Mtg3
Owen LaFave	OLafave@gmail.com	33602	yes	yes	
Joseph Citro	JCitro@hotmail	33611	yes	yes	yes
Shannon Rodriguez	shannon.rogriguez@phelps.com	33611	yes	yes	yes
Ryan Morais	Morais.Ryan@gmail.com	33604	yes		
Keith Gremmenger	Keith.Gremmeger@Kimley-Horn.com	33606	yes	yes	
Jim Fetzer	jfetzer@gohart.org	33852	yes	yes	yes
Tessa Fritz	Vertical.Nexus@gmail.com	33602	yes		
Paul Steinman	Paul.Steinman@DOT.State.FL.US	33647	yes		
Blake O'Neil	email not legible	33602	yes		yes
Walter Duncan, Jr.	DuncanW@gohart.org	33603	yes		
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John Cowdery	JohnDCowdery@gmail.com	33605	yes		
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Kimberly Overman	vote@kimberlyoverman.com	33603	yes	yes	yes
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Matthew Frantz	matthew.frantz@tylin.com	33558	yes		
Stephen Benson	Stephen.benson@DOT.State.FL.US	33602	yes		
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Henri Lewis	HenryCityBlue@aol.com	33602	yes		
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Rebekah Potthast	Rebekah@elevate_inc.com	33606	yes	
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Roberta Curry				yes
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Nathan Martinez	Nathanmartinez_03@yahoo.com	33605	yes	
Tony Garcia	GarciaT@	33602	yes	
Marcia Mejia	marcia.mejia@mailhouse.gov	33609	yes	yes
Robert Bertini	rbertini@usf.edu	33617	yes	
Dennis Joyce	djoyce@tampabay.com	33612	yes	
Brad Larino	bradlarino@gmail.com	33605	yes	
Amanda Brown	akb1710@yahoo.com	33610	yes	yes
M Burdick		33606		
Camilo Soto		33602		
May Lou G		33609		
Dayna Dye	daynadye10comcast.net	33605		yes
Dave Pacetti	dpacetti@tecoenergy.com	33619		yes
Lynn Kroesen	kroesen1@hcflgov.net	33605		yes
Abdel Arauz	aarauz@accusoft.com	33605		yes
Emily Arauz	arauze93@gmail.com	33605		yes
Keith Tarr	keithtarr@aol.com	33602		yes
Nick Buchanan		33602		yes
Logan Taylor		33602		yes
Jake Hartigan	hartiganjp@hotmail.com	33602		yes
Mr.&Mrs Chris Sinatko	christophersinatko@gmail.com	33624		yes
Michael A. Nunez	rmgmichael@hotmail.com	33611		yes
Joshua Frank	Frank.joshua1@gmail.com	33605		yes
Tiara Rubio	Trubio@suffolk.com			yes
Lorin Shepard	lorinshepard@strazcenter.org	33572		yes
Danielle Joyce	djoyce@gpinet.com	33572		yes
Beth Alden				
David Bredahl	dbredahl@gmail.com	33556		yes
Andy Joe Scaglione	ajsTally@aol.com			yes
Francisco Pierre-Louis	Fpierrel@null.net	33612		yes
Shannon Philippus	sphilippus@gonet.com	33527		yes
Rich Simmons	rssimmons@rsa.arch.com	33594		yes
Lea Del Tosto	lea.deltosto@stantec.com	33606		yes
Ron Weaver	rweaver@swmwas.com	33602		yes
Charlie Piatt	skypiatt@gmailcom	33612		yes
Craig Fox	Craig.Fox@ cot.state.fl.us	33617		yes
Topher Morrison		33602		yes
Samantha Pollara	slpollara@gmail.com	33611		yes
Cathy Bartolotti	cbartolotti@tampa.rr.com	33607		yes
Emily Phelan	phelane@mail.usf.edu	33613		yes
Jonathan Godwin	johnkgodwin@gmail.com	33611		yes
Adam Purcell	adam.purcell@	33613		yes
Tim Schock	Tim@TimSchock.com	33609		yes
Ian Whitney	Ian@IanWhitney.com	33606		yes
Channing Bickford	channing.bickford@aecom.com	33605		yes
Sandra Sroka	srokas@tampabay.rr.com	33602		yes
Janet Zink	jzink@tampaairport.com	33629		yes

Andrea Papandreu	andreapapandreu@gmail.com	33774	yes
Grant Behlich		33605	yes
Scott Gilner	scott.gilner@kimley-horn.com	33629	yes
Tristan Pike	tristan.c.pike@gmail.com	33617	yes
Chris Wojtowicz	wa71@aol.com	33605	yes
Bryan Moll	bmoll@spprealestate.com	33606	yes
Tony Monk	tonymonkdesign@gmail.com	33602	yes
Brian Ray	Brian@RayDesignDevelopment.com	32806	yes
Calvin Thornton	CalvinThornton@tampagov.net	33619	yes
Margaret Kublins	mkublins@vhb.com	33602	yes
Milton Martinez	milton.martinez@tampagov.net		yes

INVISION:
TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

First Brainstorm Session
Purpose & Need

Tampa Bay History Center

Tuesday March 7, 2016

City of Tampa Florida

INVISION: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Welcome & Opening Remarks

Jean Duncan, P.E., Director

City of Tampa Transportation and Stormwater Services Department

City of Tampa Florida

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Getting Started

Steve Schukraft, HDR

City of Tampa Florida

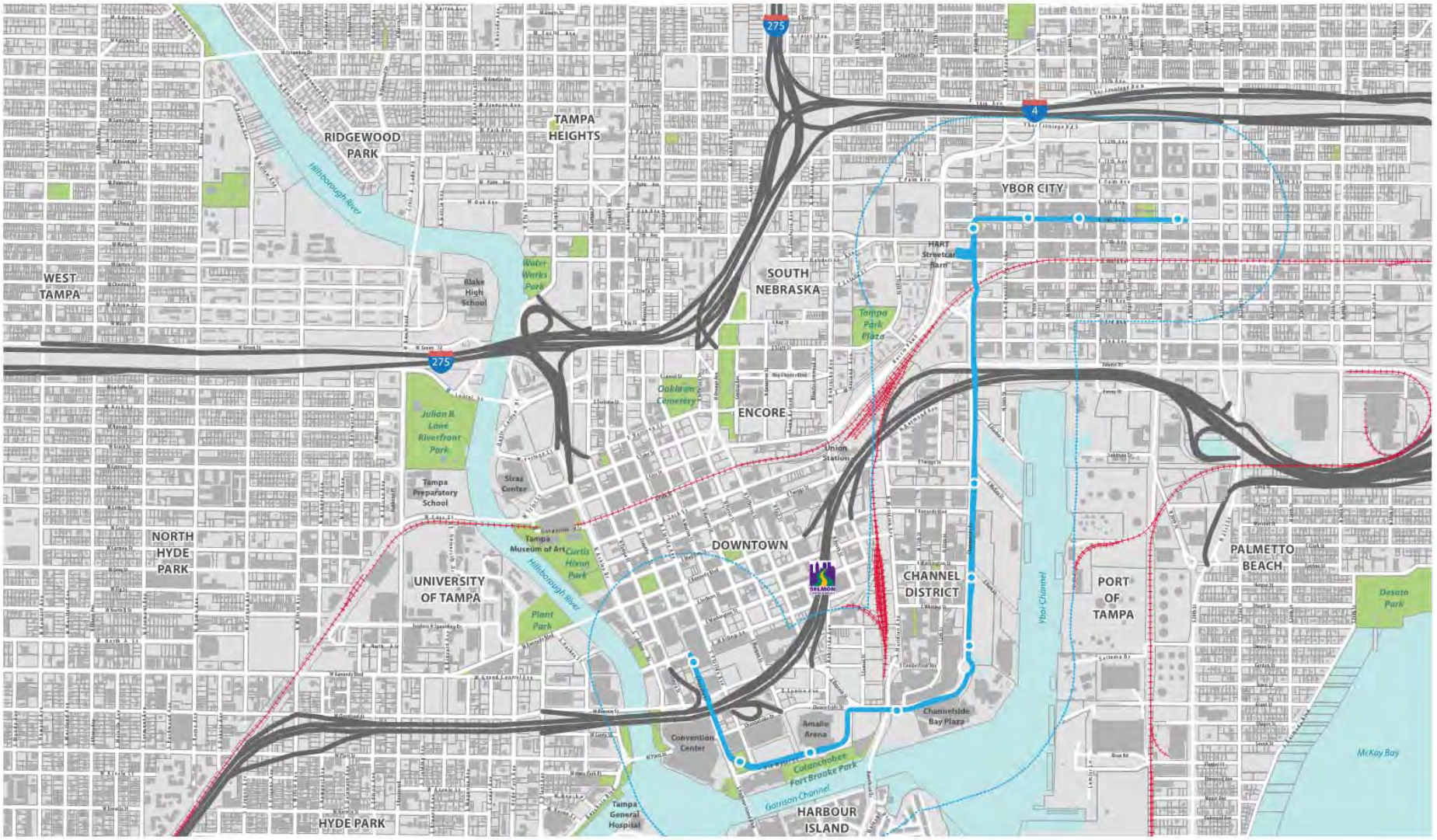
InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Project Basics

Steve Schukraft, HDR

City of Tampa Florida



InVision: Tampa Streetcar | City of Tampa

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles

NORTH

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Streetcar 101

Dave Vozzolo, HDR

City of Tampa Florida

STREETCAR IS NOT…

Light Rail, Metro-Rail or Commuter Rail

Light Rail/Metro-Rail/Commuter Rail Service

- Dedicated, exclusive right-of-way.
- Longer distances between station stops.
- Higher speeds.
- Several rail cars in a “Train”.
- Longer distances served – more oriented toward suburban to downtown travel.

Recent Streetcar Openings

- Salt Lake City Sugarhouse, December 2013
- Tucson Sun Link Streetcar, July 2014
- Atlanta Streetcar, December 2014
- Dallas Oak Cliff Streetcar, April 2015
- Charlotte City LYNX Gold Line, July 2015
- Seattle First Hill Streetcar, January 2016
- DC H Street /Benning Line, February 2016
- Kansas City Downtown Streetcar, May 2016
- Cincinnati Streetcar, September 2016

EMERGING TECHNOLOGIES…

New Autonomous Transit

Autonomous Transit Service

- Current vehicle options limited but technology is rapidly evolving.
- Can operate in mixed traffic or in exclusive guideways or travel lanes.
- Easy to flex vehicles in and out of service to meet fluctuating demand.

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Conditions & Context

Steve Schukraft, HDR

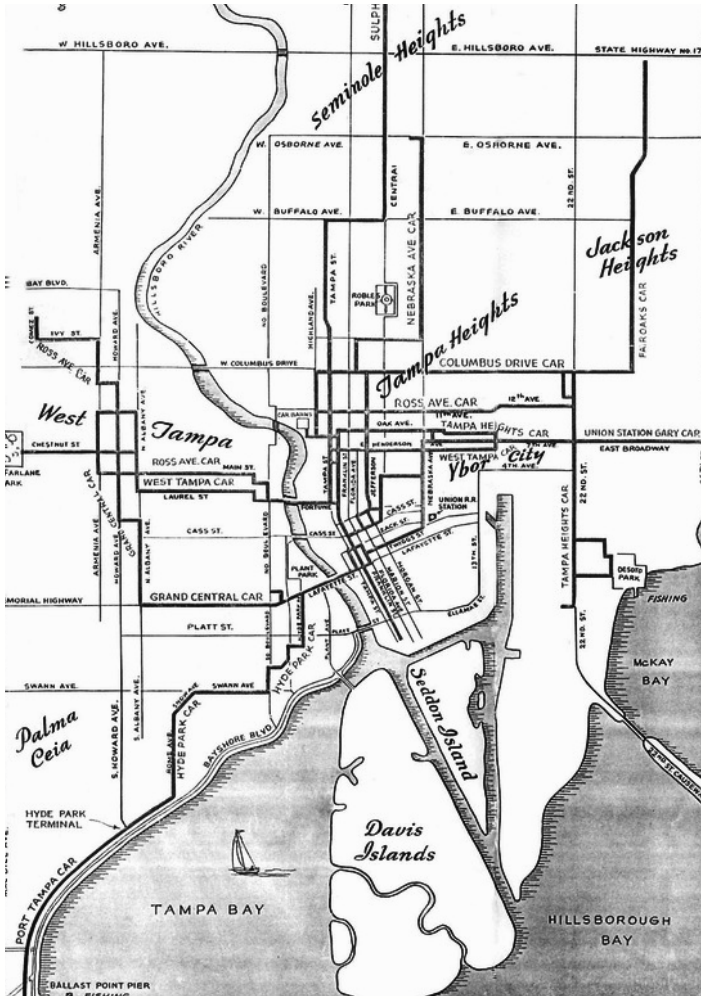
Clarence Eng, Kimley-Horn

City of Tampa Florida

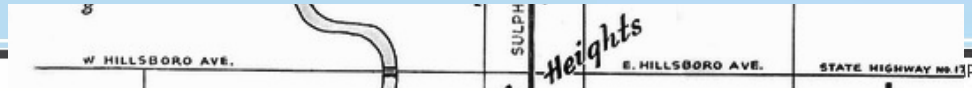
Streetcar Version 1.0

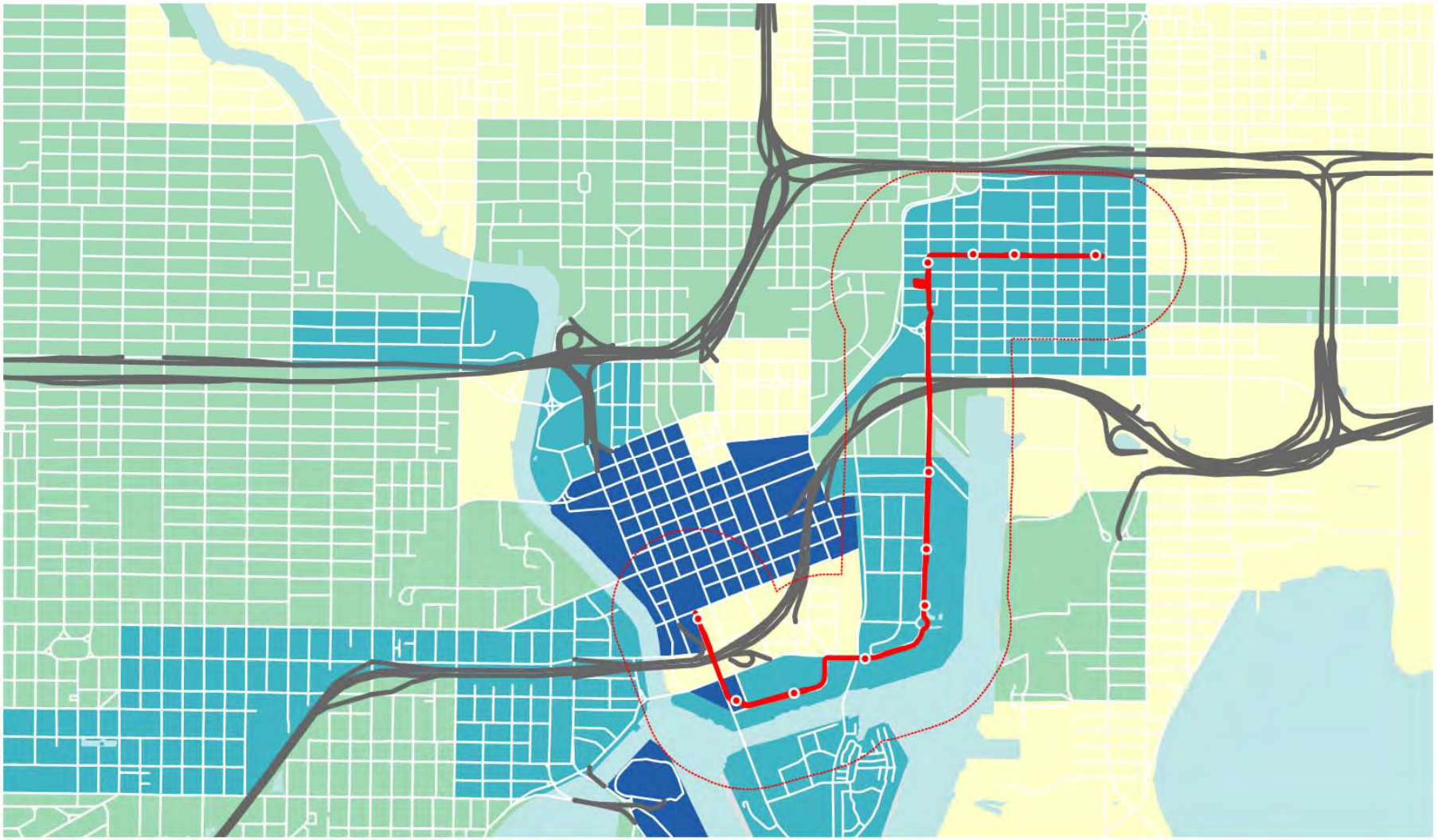
1885-1920s – Service started in 1885 with wood burning vehicles on rails connecting Downtown Tampa with Ybor City.

Streetcar Version 1.0



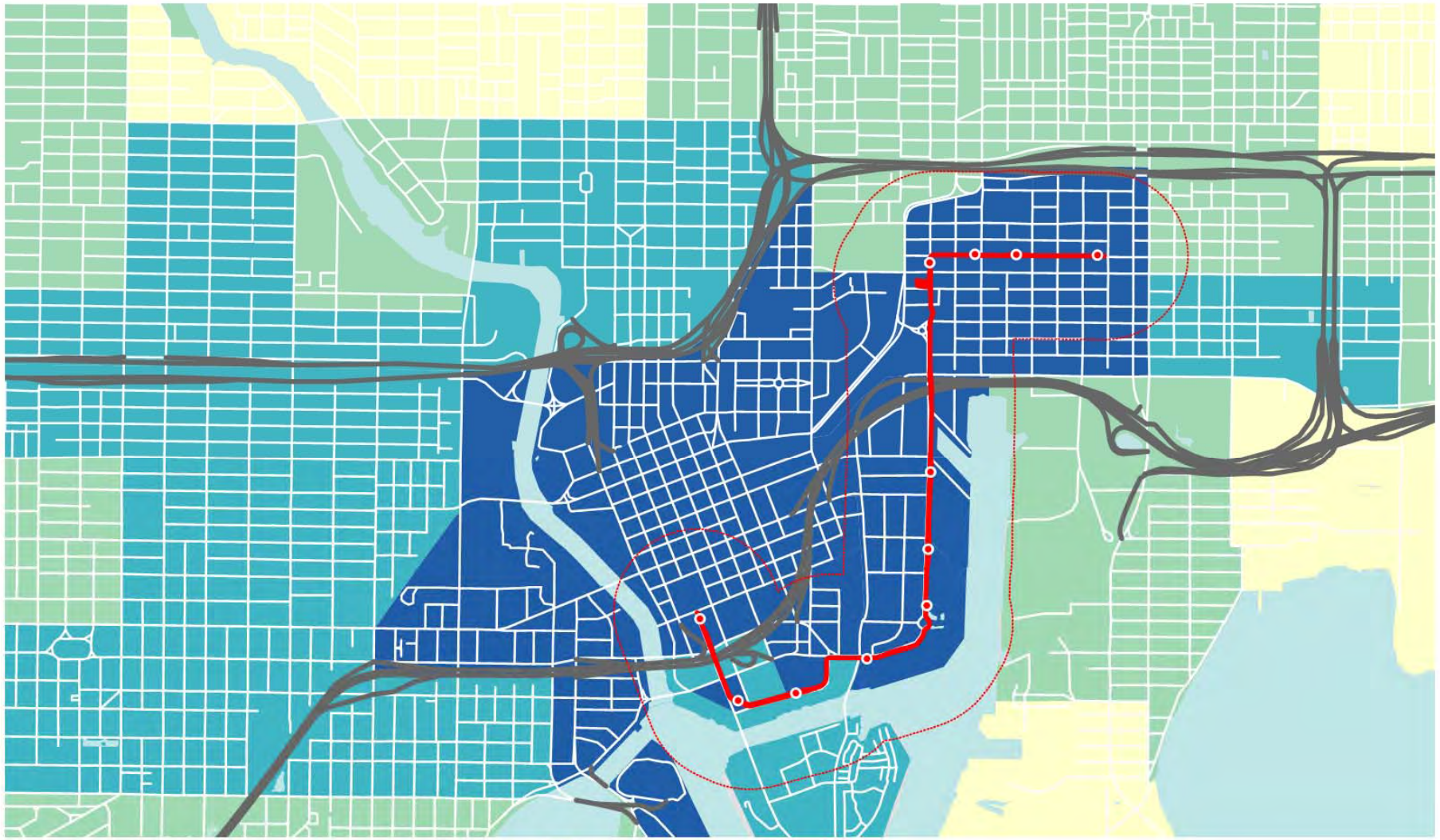
1920s to 1940s – The system served up to 24 million passengers a year, and had 190 vehicles in operation on 53 miles of track with service hours from 4:30am to 2:00am.


W. HILLSBORO AVE.
SULPH
Heights
E. HILLSBORO AVE.
STATE HIGHWAY No. 13



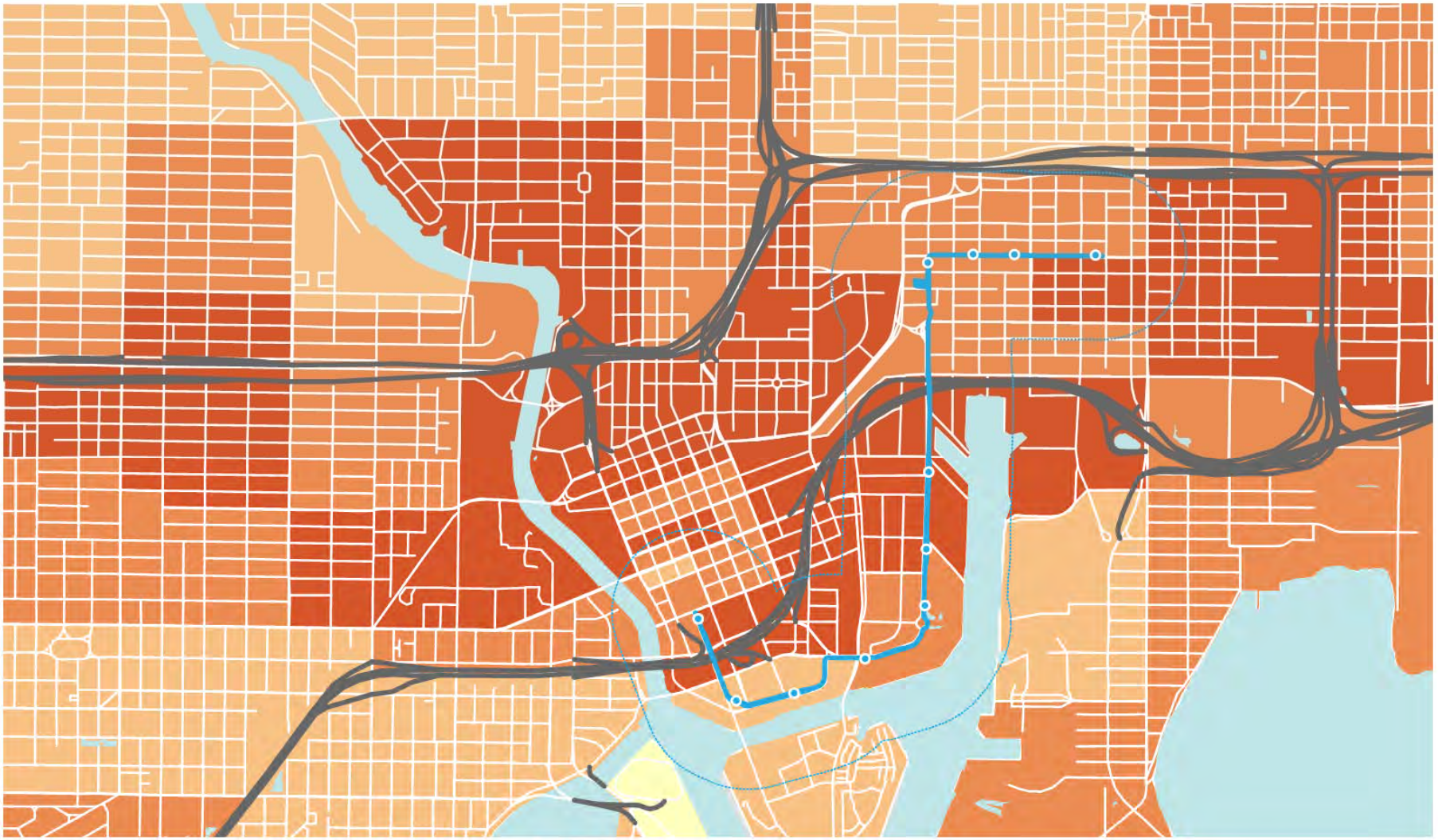
Activity Density 2010

InVision: Tampa Streetcar | City of Tampa



Activity Density 2040

InVision: Tampa Streetcar | City of Tampa



Activity Density Change (2010-2040)

InVision: Tampa Streetcar | City of Tampa

Activity Density 2040

InVision: Tampa Streetcar | City of Tampa

Activity Density 2040

InVision: Tampa Streetcar | City of Tampa

InVision: TAMPA STREETCAR

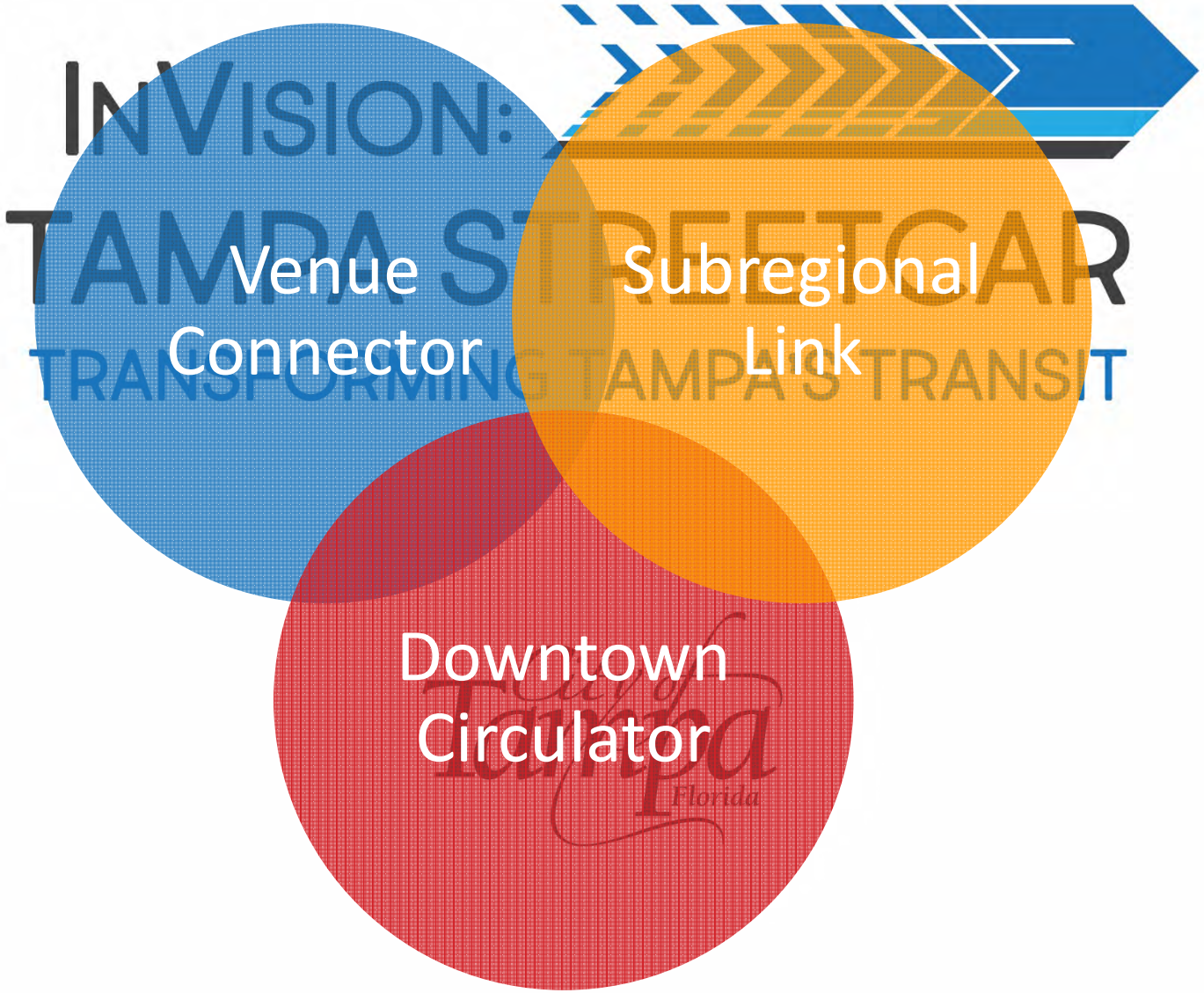
TRANSFORMING TAMPA'S TRANSIT

Concepts for the Future

Steve Schukraft, HDR

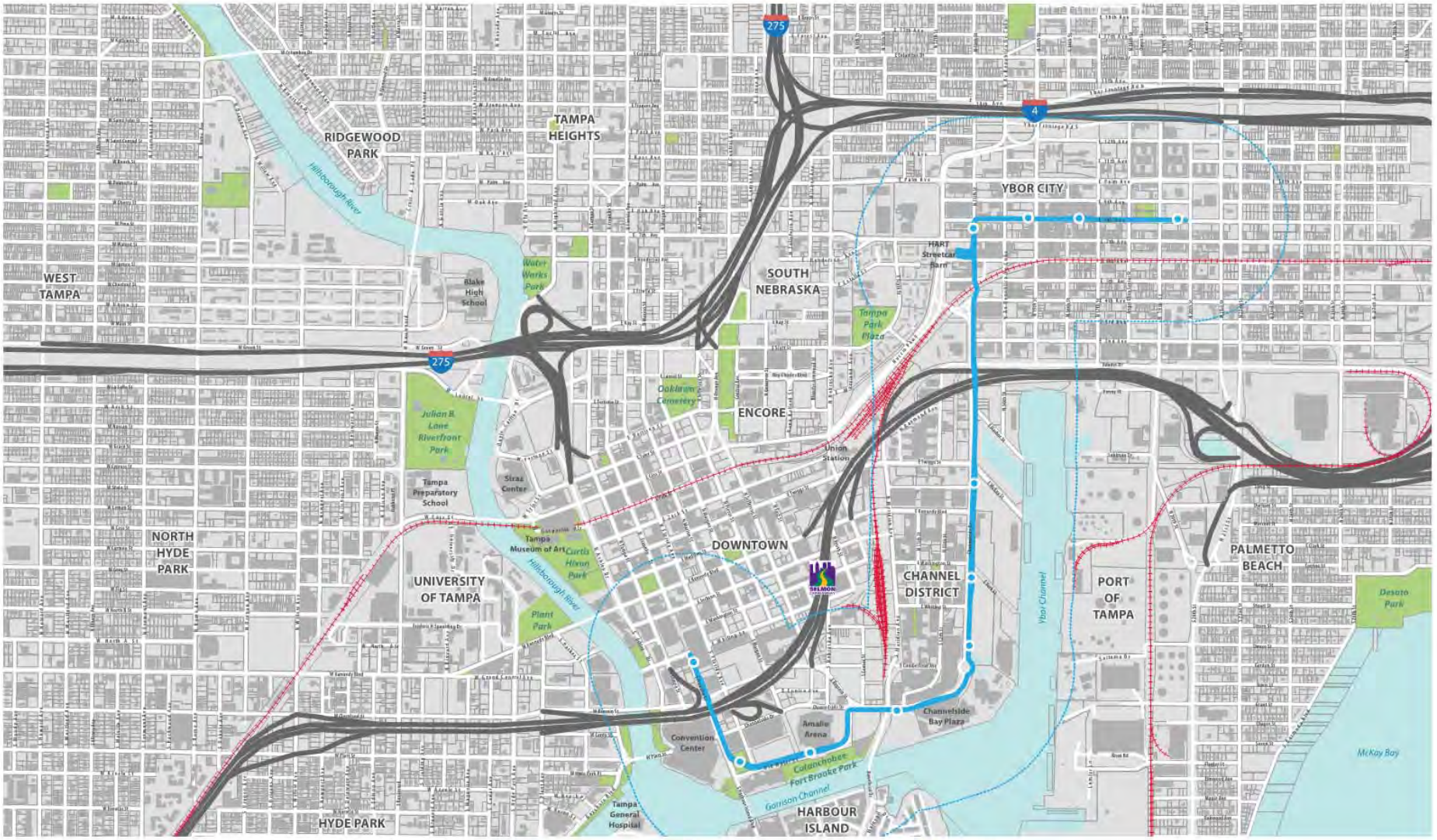
City of Tampa Florida

Concepts for the Future



Downtown Circulator

- **Connects housing, jobs, and shopping, and entertainment destinations**.
- Provides **a convenient alternative to driving** for downtown residents and workers.
- Service within the downtown, Ybor, and nearby neighborhoods would be frequent.
- Direct links to regional transit service.



InVision: Tampa Streetcar | City of Tampa

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

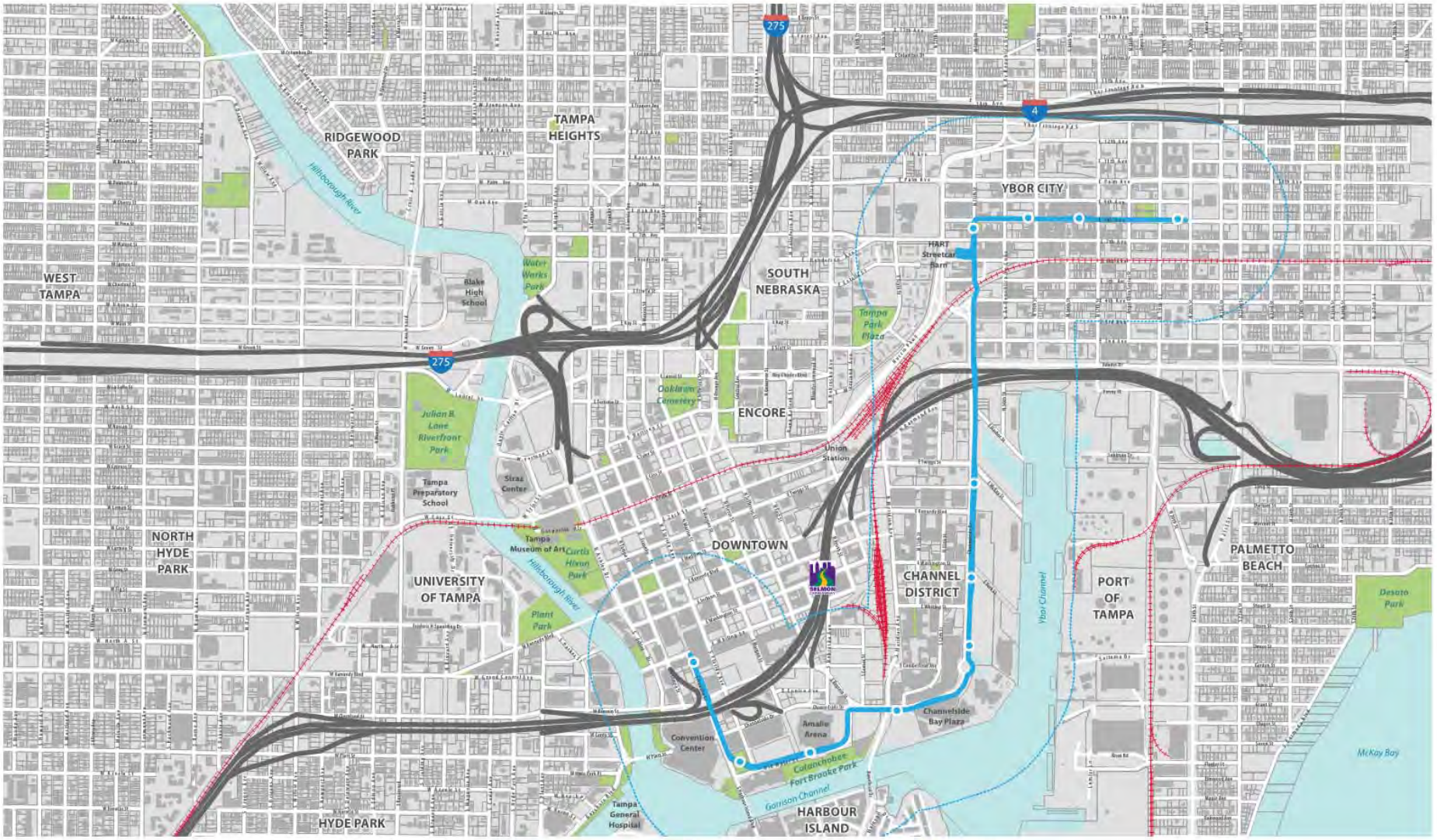
0 0.125 0.25 0.5 Miles

NORTH

Venue Connector

- Directly link **cultural, entertainment, and tourist destinations** in Downtown, Ybor City, and nearby neighborhoods.
- Service focused on **serving visitors and event patrons**.
- Stops close to key venues and major parking resources.

City of Tampa Florida



InVision: Tampa Streetcar | City of Tampa

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles

NORTH

Subregional Link

- Designed to allow **future connections to activity centers in the City** such as Westshore and Tampa International Airport.
- Serves areas beyond Downtown, Ybor City, and nearby neighborhoods.
- Service would require fewer stops Downtown and faster travel speeds.

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Open Dialogue

Steve Schukraft, HDR

City of Tampa Florida

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

THANK YOU!

City of Tampa Florida

Attachment C – Second Brainstorm Session – Focus on Corridor Options

INVISION: TAMPA STREETCAR
Second Brainstorm Session: Corridor Options
Tampa Bay History Center
Tuesday April 4, 2017

The second of three public meetings for the Invision: Tampa Streetcar project took place on Tuesday, April 4, 2017 at the Tampa Bay History Center. Approximately 60 participants attended. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department gave introductory remarks.

Community participants: 1.) heard an overview of the streetcar study, timeline, and recap of comments from meeting one by Steve Schukraft, HDR. 2.) heard an overview on draft purpose and need by Steve Schukraft, HDR and Clarence Eng, Kimley-Horn. 4.) were introduced to Corridor Options by Steve Schukraft, HDR. 5.) asked to give live feedback to a number of questions through the phone app Mentimeter.

Comments and questions the community raised are summarized below:

1. During intro, question raised about why broader neighborhoods not in Center City definition (e.g., Hyde Park)?
2. Question on which planned development to service – noted that streetcar currently serves the waterfront district – are we implying that we will remove or move existing streetcar?
3. How would you prioritize P&N statements – clarify that these are not mutually exclusive (e.g., connect subdistricts would also support first and last mile).
4. Palmetto Beach resident - The diagonal corridor option does not seem to serve downtown. Is that intentional?
5. Lorin Shepherd, Straz Center employee - Suggests that we observe and take the pulse of the city. Determine the mobility needs at different times of day/locations within Center City. (i.e., parking demands/availability are different throughout the day or days of the week depending on activities and locations.)
6. Jim Cloar, Harbour Island resident (ULI District Council Chair, Tampa Bay) - Encourages us to look at as many markets as can be served. Early streetcar only focused on Ybor market. Relieving congestion is a big need, in particular from Hyde Park area.
7. Special events attendee – Congestion related to special events, need to look at services between special events locations and park n ride facilities.
8. Dave Slaggie, Seminole Heights resident – City Center has an inconsistent transit system, really two separate systems (bus and streetcar) that are not connected (i.e., streetcar stops two blocks way from closest bus line, even farther away from Marion Transit Center). We need to look at integration of streetcar and bus services.
9. Jan Smith, Lutz resident (Former HART board) – Attends special events in downtown at Straz Center, uses the parking garage at Oriega. Need for parking/access for downtown residents. Also concerned about access for new medical school to/from Tampa General and how many trips during day? Need to look at those numbers.
10. Josh Frank, Ybor City resident, downtown employee – Believe that residents from the Encore development are underrepresented at these meetings. Believes that Nebraska Avenue could be major corridor for future service given the existing high ridership on the HART BRT service.

11. Camilo Soto, Tampa Heights resident - Surprised to not see the *(CSX option) not listed?
    Really liked the N/S Corridor C option.
12. Mike Scott, CBD employee – Are water-based transit options being considered, including the water taxi or additional shuttle service beyond current services – perhaps between the medical school to TGH.
13. Hyde Park resident. – Question: What is the best value/technology for service downtown, to use existing streetcar vs. rubber wheeled options. Cost is an important consideration and additional education on the costs of different options would be very helpful.
    2nd comment – Frequently bikes around the City Center area several times a month to see what is happening in terms of new development. He's a developer and is evaluating markets and new developments. Is curious what current entertainment districts (i.e. Soho and Hyde Park Village) will look like if the development shifts more/moves to downtown.
14. Joseph Citro, Bayshore resident, downtown worker, interest in Ybor City – A service that provides downtown circulation is one thing, but we have 75,000 commuters daily going downtown. Does Marion Transit Center have enough capacity to serve massive switch to transit ridership? (not sure of question, but really focused on regional and commuter traffic – I guess related to our study via first/last mile. (interested in intermodal center property)
15. Lorin Shepherd, Straz Center employee (2nd comment) - Earlier someone mentioned congestion. Wonders about dispersal of development vs. centralizing development in one area of the city. Is it possible that we need more than one multimodal center?
16. Danielle Joyce – Preface that this is an exciting time, thanks for study efforts. Question 1: Noted that presentation showed population/employment numbers from 2010, when the economy was in a downturn. There has been a big increase in downtown residents/employees since then. Will you look at more recent data to address the upswing since 2010?
    Question 2: Is this study considering the sea level rise study recently published by City? What will be the potential impact on development and alignments?
17. Brian Kazimierowski, downtown core resident – Despite concerns on current streetcar service, hard to deny the economic development that has occurred. Any consideration of east side alignment to encourage new potential investments or serve as connection between venues and parking locations?
18. Rich Clarendon, MPO – Consideration should be given for extendability of options (i.e., ability to expand service beyond to the north, south, west). Important to look at urban core, but hope it is a starter for something bigger. Understands need for coordination with Regional Study, but that is a different study/market.
19. Tampa Heights, resident. – Requests that new service should not be placed down the center of I-275. Need to focus on development
20. Rachel Radawec, Downtown resident/employee, walks to work. Downtown is about 1 square mile. Walking is primary mode, 20 minutes. Look at ways to improve walking.
21. Kimberly Overman, economist. There is a ROI in relation to development near transit. Making connection to transit is economically important. Appreciates the story.

City of Tampa Facebook Event

INSIGHTS SINCE 03/09/2017

9.4K Reached
+0 this week

567 Viewed
+2 this week

193 Responded
+0 this week

Edit ···

APR
4

InVision: Tampa Streetcar Brainstorm #2

Public · Hosted by City of Tampa Government

★ Interested | ✓ Going | Hootlet | ···

Tuesday, April 4 at 5:30 PM - 7:30 PM
about 2 months ago

Tampa Bay History Center
801 Old Water St, Tampa, Florida 33602
Show Map

About | Discussion

Write Post | Add Photo/Video | Create Poll

Write something...

35 Went · 141 Interested
Share this event with your followers

EVENT TIPS Next Tip

Create New Event

Have another event by City of Tampa Government coming up? Create an event to let people know about it.

Create

English (US) · Español · Português (Brasil) · Français (France) · Deutsch +

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NEWS RELEASE
For Immediate Release

For additional information, please contact:
Ashley Bauman, Public Affairs Director
(813) 274-8262
Ashley.Bauman@tampagov.net

City of Tampa to hold the second "InVision: Tampa Streetcar" brainstorm session on April 4

Residents encouraged to attend and share their thoughts on such topics as technology and route alternatives

Tampa, Fla. (April 4, 2017) – The City of Tampa will be holding the second of three public meetings to discuss "Invision: Tampa Streetcar," a public transportation feasibility study for the extension and modernization of the current streetcar system, on Tuesday, April 4, 2017 at 5:30 p.m. at the Tampa Bay History Center.

The April 4 meeting will be the second brainstorm session for this project. This meeting will focus on technology and route alternatives for the Tampa Streetcar system. At the first brainstorm session, held on March 7, 125 attendees helped consultants further clarify the purpose of the project and discussed the needs of the downtown Tampa community for transportation options.

"The excellent attendance at the first brainstorm session, along with the over 800 responses we received to our first Streetcar survey, illustrates the importance of this project to Tampa residents," **said Tampa Mayor Bob Buckhorn**. "This second public meeting will help us move closer to our goal of creating another viable transportation choice for Tampa."

During this project, the planning team will look at a wide range of corridors and technologies, including the possible use of autonomous transit vehicles, and will recommend feasible alternatives and funding strategies. The first phase of Invision: Tampa Streetcar is expected to be complete in early Summer 2017. If the results of the feasibility analysis are positive, a second phase will be initiated to select a preferred alternative and refine plans and strategies.

The public outreach meeting schedule for Phase 1 of Invision: Tampa Streetcar is as follows:

Tuesday, March 7 – Community Brainstorm #1 (Focus on Purpose and Need) COMPLETED
Tuesday, April 4 – Community Brainstorm #2 (Focus on Technology and Alignment Alternatives), Tampa Bay History Center, 801 Old Water Street, Tampa
Tuesday, May 2 – Results Roundtable from 5:30 – 7:30 p.m. at the Tampa Bay History Center, 801 Old Water St., Tampa, FL, 33602 and the results roundtable will be located at the HCC Ybor campus at 2001 N. 14th St. (Republica de Cuba) in Ybor City.

###

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Great work. Please remain focused on renewable/ sustainable transit. Lower carbon impact has to be a priority.

Date: 4/4/17

Name: Colin Rice

Street Address: Inman Ave

City, State, Zip: Tampa

Phone:

Email: patrickcrice@gmail.com.

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: I recently moved to the Tampa area from Cleveland, OH. Downtown CLE doesn't have a streetcar, but rather they have 3 distinct circulator routes using rubber tire trolley. Has an extended circulator system been examined for DOwntown. It would be great to have a circulator from Ybor to MTC and another from the waterfront district to MTC. You could have two loops that meet in one place where connections could be made. Currently it doesn't appear you're looking at Connectivity, but rather serving certain markets. You need to connect what currently exists (bike/ped, bus, ...). The idea behind transit is to move people to where they need to go, not necessarily promote Econ Dev. Rubber Tire is way less expensive also, as you know.

Date: _____

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

To relieve Stray congestion, folks would only use an option with very little walking - park & ride, or transit to a very close location near the Stray. They're dressed up, with heels, & don't want to sweat! ☺

Date: _____

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: I think we eventually need to think about public Transportation to the airport, even if that is the streetcar to the transit center and then a bus to the airport.

If you build out the existing line up through option C to the heights it could help connect to the Metro Rapid to get to USF.

Date: 4/4/17

Name: Joellyn Carpenter

Street Address: Moving to Harbour Island

City, State, Zip: End of the month

Phone:

Email: Joellyn.Carpenter@Gmail.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Do not put streetcar down the middle of the interstate. Any consideration of corridor E should be on regular streets, otherwise you lose part of the last 1/4 mile to interstate.

Also, do not aim to connect along the streetcar to regional/commuter extensions down the interstate, because those will likewise be ineffective as they will not have 1/4 mile transit beyond the exit in down town. The exception would be Brightline, if it had 2 stops (downtown Tampa) (Somewhere in Pinellas). The CSX lines, along w/ Lightrail at streetlevel from Westshore → Downtown → USF will suffice w/o using the interstates.

Corridor C could capitalize on existing development, so do that first. Then Loop back to Ybor via Palm while creating corridor D.

Using the CSX lines, w/ stops @ UT, @ downtown Club w/ corridor C), 3 @ Ybor will take care of the other E/W connections

Modernize the current system & improve frequency to unlock more transit-oriented development

Date: April 4, 2017

Name: Garrett Tozier

Street Address: 1108 N. Franklin St. #603

City, State, Zip: Tampa, FL 33602

Phone: 813.310.0227

Email: garrett.a.tozier@gmail.com

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Ideally the streetcar would be routed deeper into downtown Tampa, via a walkable corridor that connects the riders to retail/restaurant destinations.
Looping the route to eventually connect back to the existing route.

PHASE 1
My ideal corridor would be North via Franklin St to 7th Ave + then
2nd Phase East on 7th Ave back to Ybor.
An optional turnback location could happen at Franklin + Palm.

Date: 4-4-17
Name: Taylor Ralph
Street Address: 3703 W San Juan St
City, State, Zip: Tampa, FL 33629
Phone: 813-463-3049
Email: ~~taylor~~ taylor@realbuildingconsultants

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: You ask how people get to work / school, but you don't ask if they have the means to travel to work by any other means than by car. For example, I live in the urban core but cannot get to my work by any other means than by car.

Instead of Zip Code, I would prefer to see availability to note where you live / work by neighborhood / place name.

Date: 4.4.17

Name:

Street Address:

City, State, Zip: Tampa, FL 33610

Phone:

Email:

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

This TRAM connects to NOTHING
Even There even is NO stop here at the History Center:
① Think TOURISTS ② THINK RAIN ③ Think HOT Summer
→ TOURISTS - same for Aquarium
→ → Same for Convention Ctrs.
You have to walk forever.
→ I live near the Zoo + stupidly moved here from Stuart FL in 2012 thinking life in a city, as I got older (76) would be great as I want to drive less + less.
One of the first thing I wanted to do was go from home to the Convention Ctr for a meet Expo! NO WAY with Transit. NOTHING Connects.
Can that Tram go to MARION.? (Right now I take ② busses to get to MARION. I don't want to drive at night BUT I want season Tickets to STRAZ, I want to get to the LIBRARY, the MUSEUM, HISTORY.
→ I don't care how! Bus or TRAM!!

Date: GET ME THERE on.

Name: Jessica BERGMAN TRANSIT.

Street Address: 704 W HIAWATHA Street.

City, State, Zip: TAMPA. FL.

Phone:

Email: JTB350@hotmail.com.

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

Diagonal Corridor
• Connects Hyde Park, North Hyde Park, Grand Central, Central Downtown, Central Park, and Ybor City.
• Serves West River development areas, north Downtown, and Encore.
G
InVision: Tampa Streetcar | City of Tampa
CORRIDOR OPTIONS

Name	Email	Home Zip Code	Attended_Mtg1	Attended_Mtg2	Attended_Mtg3
Owen LaFave	OLafave@gmail.com	33602	yes	yes	
Joseph Citro	JCitro@hotmail	33611	yes	yes	yes
Shannon Rodriguez	shannon.rogriguez@phelps.com	33611	yes	yes	yes
Ryan Morais	Morais.Ryan@gmail.com	33604	yes		
Keith Gremmenger	Keith.Gremmeger@Kimley-Horn.com	33606	yes	yes	
Jim Fetzer	jfetzer@gohart.org	33852	yes	yes	yes
Tessa Fritz	Vertical.Nexus@gmail.com	33602	yes		
Paul Steinman	Paul.Steinman@DOT.State.FL.US	33647	yes		
Blake O'Neil	email not legible	33602	yes		yes
Walter Duncan, Jr.	DuncanW@gohart.org	33603	yes		
John Rodriguez	sandspur_63@yahoo.com	33607	yes		
John Cowdery	JohnDCowdery@gmail.com	33605	yes		
Ingrid Smith	Ingrid.Jacoba@verizon.net	33604	yes		
Kelly Fearon	Kelly.Ferron@kimley-horn.com	33606	yes		
Wanda Thompson	Wanda.Thompson@TampaGov.net	33610	yes	yes	
Bryan Kazimierowski	Kazimieb@yahoo.com	33602	yes	yes	yes
Ed McKilley	Edward.mckilley@DOT.State.FL.US	33584	yes		
Chris Katsares	ckatsares@yahoo.com	33606	yes		
Christina Kopp	koppck@pbworld.com	34637	yes		
Steve Rosenstork	Rosenstorks@goHART.org	33605	yes		
Meredith Wheeler	mwheeler@vinik.com	33606	yes		
Maria Eremeev	eremeevmaria@gmail.com	33609	yes		
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Chris Vela	Cmvela311@gmail.com	33605	yes		
Lee Meach	LCichonlz@gmail.com	33605	yes		
LeAnn Honecutt	honey.cutt@gte.net	33603	yes	yes	
Abbey Dohring Ahern	abbey@dohringgroup.com	33602	yes		yes
Stephen Williams	stephen2424@gmail.com	33629	yes		
Susan Long	susan@swlong.com	33604	yes		yes
Leonid Evemeev	coileap@yahoo.com	33609	yes		
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Jeffrey Siewert	siewertj@ayresassociates.com	33606	yes		
Adam Metz	Adam.Metz@alumni.ucu.edu	33602	yes		yes
Daryl Krumpsieg	Daryl_Krumpsieg@gensler.com	33713	yes		yes
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Jeff Zampitella	downtownriverarts@gmail.com	33602	yes		
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Christine Burdick	cburdick@tampasdowntown.com	33606	yes		yes
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Gregory Bencini	brocking@goHART,org	33647	yes	yes	
Ray Wong	Ray_Wong@	33609	yes		
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Tracy Hood	Tracy.Hood@jacobs.com	33611	yes		yes
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Kevin Thurman	kevinmthurman@gmail.com	33602	yes		yes
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Ming Gao	Ming.gao@DOT.State.FL.US	33612	yes		yes
Mickey Jacob	Mickey.jacob@BDGLLP.com	33602	yes		
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Christian Smith	Digleman1@gmail.com	34689	yes		
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Linda Garcia	lindagarciaccp@gmail.com	33617	yes		
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Justin Willits	justin.willits@tindaleoliver.com	33603	yes		yes
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Matthew Suarez	suarez.matthew@outlook.com	33609	yes		
Kristen Stephan	Kristen@tampakristen.co,	33604	yes		
Chris Bruno	email not legible	33602	yes		
Mike Masetta	CMusetta@yahoo.com	33602	yes		
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Ron Weaver	rweaver@swmwas.com	33609	yes	yes	
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Vance Arnett	vanman@mc.com	33602	yes		
Henri Lewis	HenryCityBlue@aol.com	33602	yes		
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Jan Smith	Jsmith9768@aol.com	33548	yes	yes	
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Val Kline		33778		yes	
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David Loos	dloos20@yahoo.com	33606		yes	

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Markus Neuert	markus@getkyug,com	33602	yes	
Dustin Rowland	dustin.rowland@gensler.com	33606	yes	
David Andrews	kslater@verizon.net	33602	yes	
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Sergio Quevedo	squevedo@gmt.com	33584	yes	
Sheff Crowder	Sheff@corrfoundation.org	33609	yes	
Roberta Curry				yes
Ray Chiaramonte	TBARTA	33626	yes	
Craig Fox	CraigFox44@gmail.com	33612	yes	
Danielle Joyce	djoyce@gpinet.com	33602	yes	
Nathan Martinez	Nathanmartinez_03@yahoo.com	33605	yes	
Tony Garcia	GarciaT@	33602	yes	
Marcia Mejia	marcia.mejia@mailhouse.gov	33609	yes	yes
Robert Bertini	rbertini@usf.edu	33617	yes	
Dennis Joyce	djoyce@tampabay.com	33612	yes	
Brad Larino	bradlarino@gmail.com	33605	yes	
Amanda Brown	akb1710@yahoo.com	33610	yes	yes
M Burdick		33606		
Camilo Soto		33602		
May Lou G		33609		
Dayna Dye	daynadye10comcast.net	33605		yes
Dave Pacetti	dpacetti@tecoenergy.com	33619		yes
Lynn Kroesen	kroesen1@hcflgov.net	33605		yes
Abdel Arauz	aarauz@accusoft.com	33605		yes
Emily Arauz	arauze93@gmail.com	33605		yes
Keith Tarr	keithtarr@aol.com	33602		yes
Nick Buchanan		33602		yes
Logan Taylor		33602		yes
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Joshua Frank	Frank.joshua1@gmail.com	33605		yes
Tiara Rubio	Trubio@suffolk.com			yes
Lorin Shepard	lorinshepard@strazcenter.org	33572		yes
Danielle Joyce	djoyce@gpinet.com	33572		yes
Beth Alden				
David Bredahl	dbredahl@gmail.com	33556		yes
Andy Joe Scaglione	ajsTally@aol.com			yes
Francisco Pierre-Louis	Fpierrel@null.net	33612		yes
Shannon Philippus	sphilippus@gonet.com	33527		yes
Rich Simmons	rssimmons@rsa.arch.com	33594		yes
Lea Del Tosto	lea.deltosto@stantec.com	33606		yes
Ron Weaver	rweaver@swmwas.com	33602		yes
Charlie Piatt	skypiatt@gmailcom	33612		yes
Craig Fox	Craig.Fox@ cot.state.fl.us	33617		yes
Topher Morrison		33602		yes
Samantha Pollara	slpollara@gmail.com	33611		yes
Cathy Bartolotti	cbartolotti@tampa.rr.com	33607		yes
Emily Phelan	phelane@mail.usf.edu	33613		yes
Jonathan Godwin	johnkgodwin@gmail.com	33611		yes
Adam Purcell	adam.purcell@	33613		yes
Tim Schock	Tim@TimSchock.com	33609		yes
Ian Whitney	Ian@IanWhitney.com	33606		yes
Channing Bickford	channing.bickford@aecom.com	33605		yes
Sandra Sroka	srokas@tampabay.rr.com	33602		yes
Janet Zink	jzink@tampaairport.com	33629		yes

Andrea Papandreu	andreapapandreu@gmail.com	33774	yes
Grant Behlich		33605	yes
Scott Gilner	scott.gilner@kimley-horn.com	33629	yes
Tristan Pike	tristan.c.pike@gmail.com	33617	yes
Chris Wojtowicz	wa71@aol.com	33605	yes
Bryan Moll	bmoll@spprealestate.com	33606	yes
Tony Monk	tonymonkdesign@gmail.com	33602	yes
Brian Ray	Brian@RayDesignDevelopment.com	32806	yes
Calvin Thornton	CalvinThornton@tampagov.net	33619	yes
Margaret Kublins	mkublins@vhb.com	33602	yes
Milton Martinez	milton.martinez@tampagov.net		yes

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Second Brainstorm Session

Corridor Options

Tampa Bay History Center

Tuesday April 4, 2017

City of Tampa Florida

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Welcome & Opening Remarks

Jean Duncan, P.E., Director

City of Tampa Transportation and Stormwater Services Department

City of Tampa Florida

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Getting Started

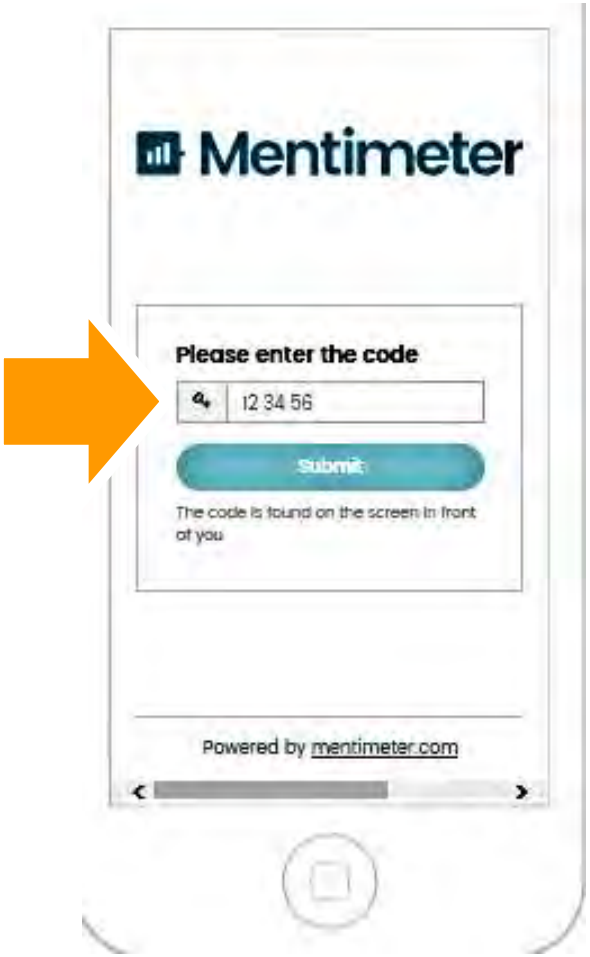
Steve Schukraft, HDR

City of Tampa Florida

Get Ready…

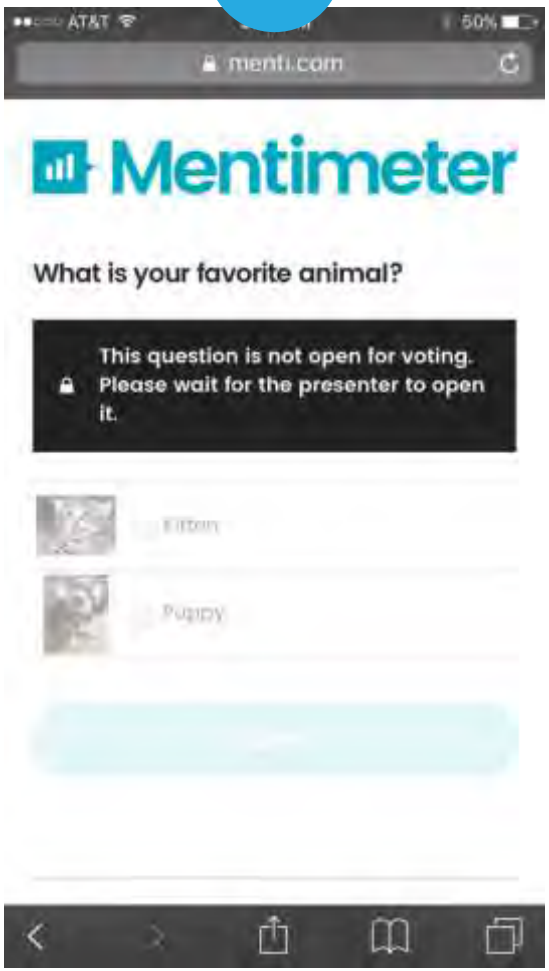
- Instructions on your table.
- Grab your smartphone or tablet.
- Open your browser.
- Access www.menti.com.
- Enter meeting code

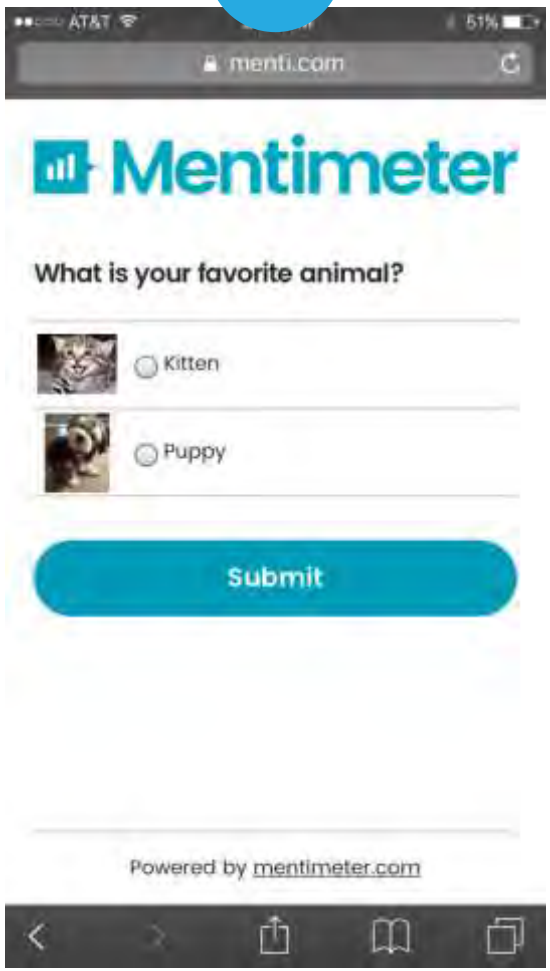
43 69 62

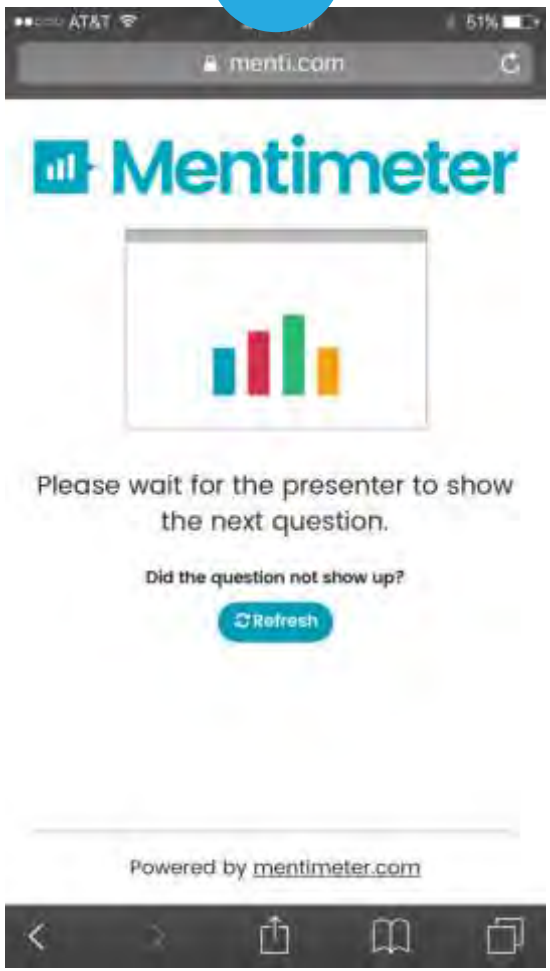


What You'll See…

1



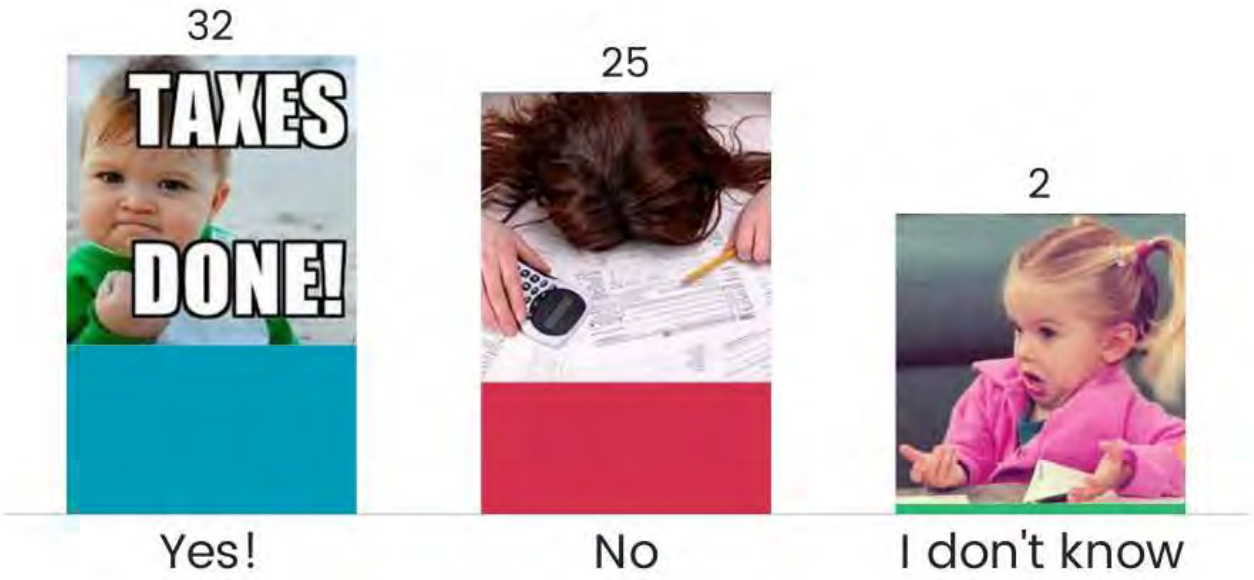




Test Question

Have you done your taxes yet?

Mentimeter



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PHASE 1 BRAINSTORMING SESSIONS

1

First Brainstorm Session

Tuesday, March 7, 2017 at 5:30 p.m.
Tampa Bay History Center

2

Second Brainstorm Session

Tuesday, April 4, 2017 at 5:30 p.m.
Tampa Bay History Center

3

Results Roundtable

Tuesday, May 2, 2017 at 5:30 p.m.
Ybor Room, HCC Ybor Campus

What we heard…

What we heard…

"The service will need high frequency to succeed."

"Primarily, we need strong downtown connectivity."

"focus on transit-dependent workers."

"The three different options seem too singular."

"Consider future transit options."

"Secondly, create regional extensions."

"We need all of the above."

"Loop the existing track."

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Stre

Comments: Primary need: loop existing track
up Franklin to Palm, then across
connect at 15th St. or 22nd St. Secon
extension lines from Palm up to
Convention Center to Hyde Park,
Main St out to W. Tampa. Anothe
be an East Loop (existing track plus
Palm & loop) along with West Loo
West on Palm, South on Boulev
on Brorein). Must have multiple
not lines, to cut wait time. Should
lanes for streetcar & bikes o
within some turning lanes.

Date: 3/7/17
Name: Hope Donnelly
Street Address: [redacted]
City, State, Zip: Tampa, FL 33602
Phone: [redacted]
Email:

Please
City of T
Stormw
306

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Stre

Comments: Transit Hub Connect
- Union Train Station
- Cruise Terminal
- MTC - Marion Transit Center
- Trolley Stops & Trolley Bus
- Greyhound Station
- Water Taxi & eventual greenway

Please connect these dots!

Date: 3.7.2017
Name: Ingrid Smith
Street Address: [redacted]
City, State, Zip: 55604
Phone: [redacted]
Email: [redacted]@verizon.net

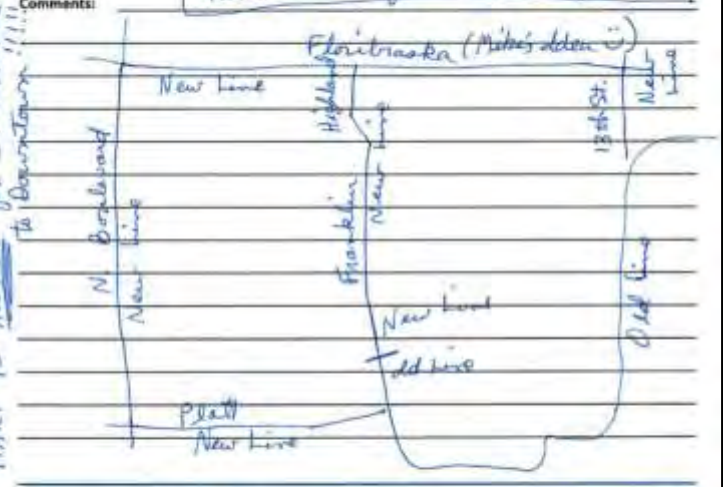
Please
City of T
Stormw
306

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

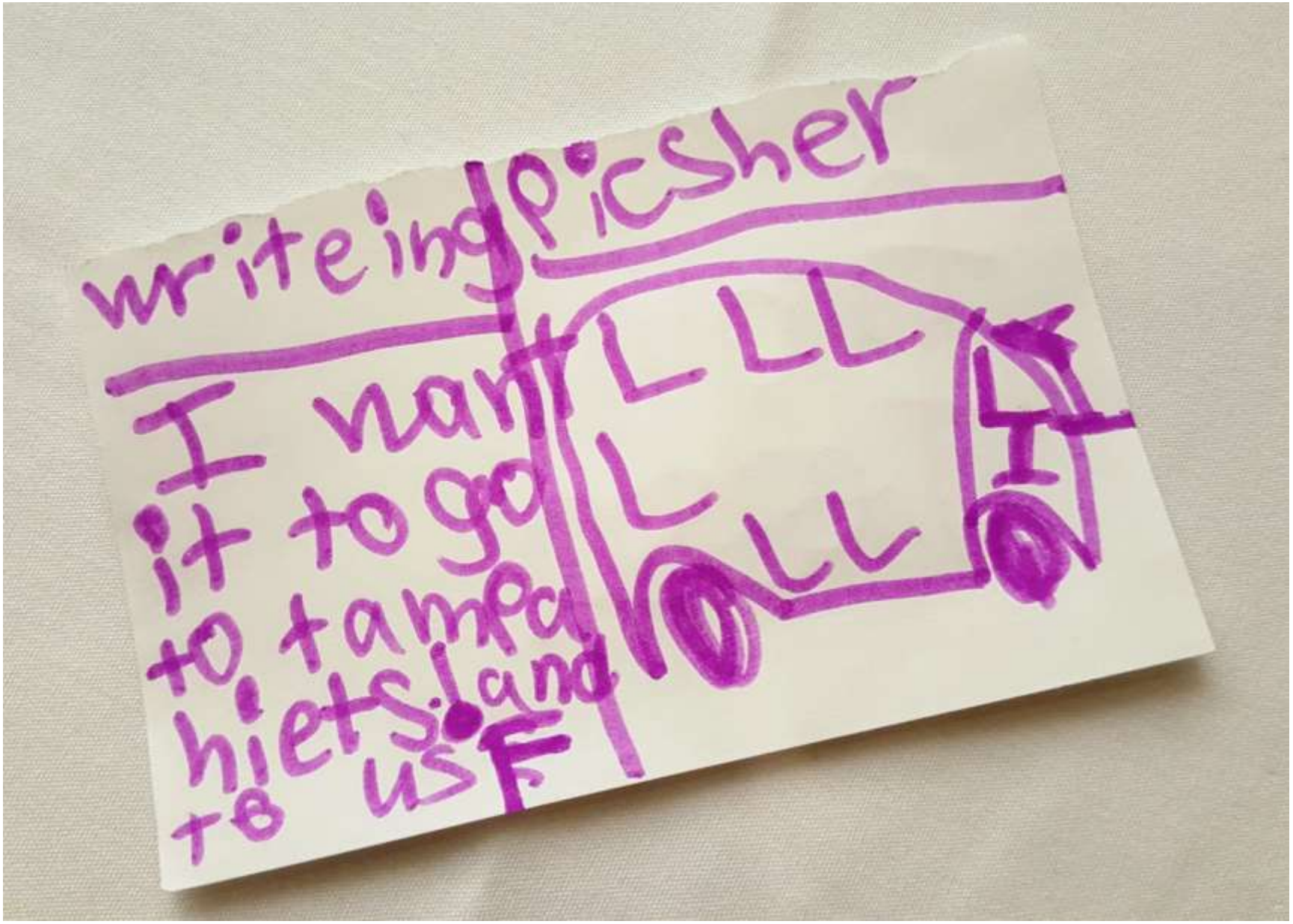
Comments: First Version of a 'Wish System'



Date: Tues, March 7
Name: LaCrimp Honeycutt
Street Address: [redacted]
City, State, Zip: TAMPA, FL 33603-
Phone: [redacted]
Email: [redacted]gte.net

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602


writeing picsher
I want
it to go
to tampa
hiets and
to USF

PHASE 1 BRAINSTORMING SESSIONS

2

Second Brainstorm Session

Tuesday, April 4, 2017 at 5:30 p.m.
Tampa Bay History Center

Tonight's Agenda

- Review Project Basics
- Draft Purpose & Need
- Discussion of Corridor Options

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Project Basics

Steve Schukraft, HDR

City of Tampa Florida

STUDY PURPOSE

- Find solutions that support the vision for a **livable, connected, and competitive Downtown**.
- Define alternatives for modernization and extension.
- Assess innovative technologies, costs, benefits, and community impacts.
- Coordinate with the Regional Premium Transit Study.

STUDY MANAGEMENT

A Joint Project Agreement between the City of Tampa and FDOT

FDOT (Study Sponsor)

City of Tampa (Owner)

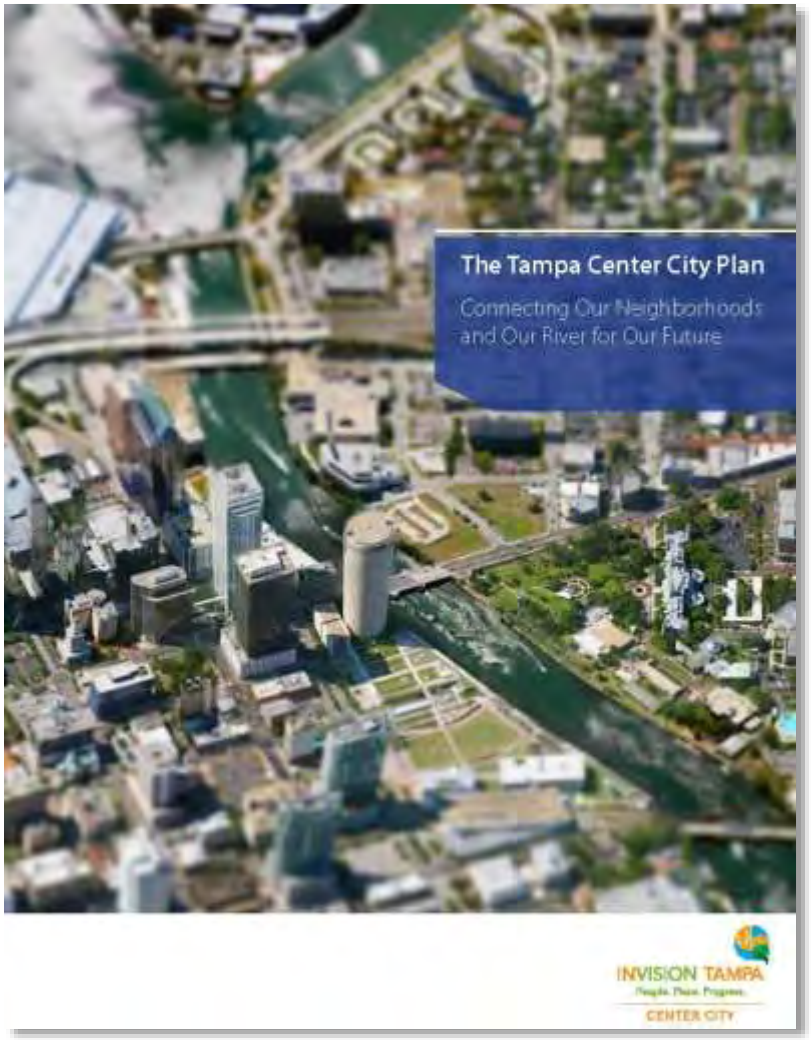
HART (Operator)

HDR (Lead Consultant)

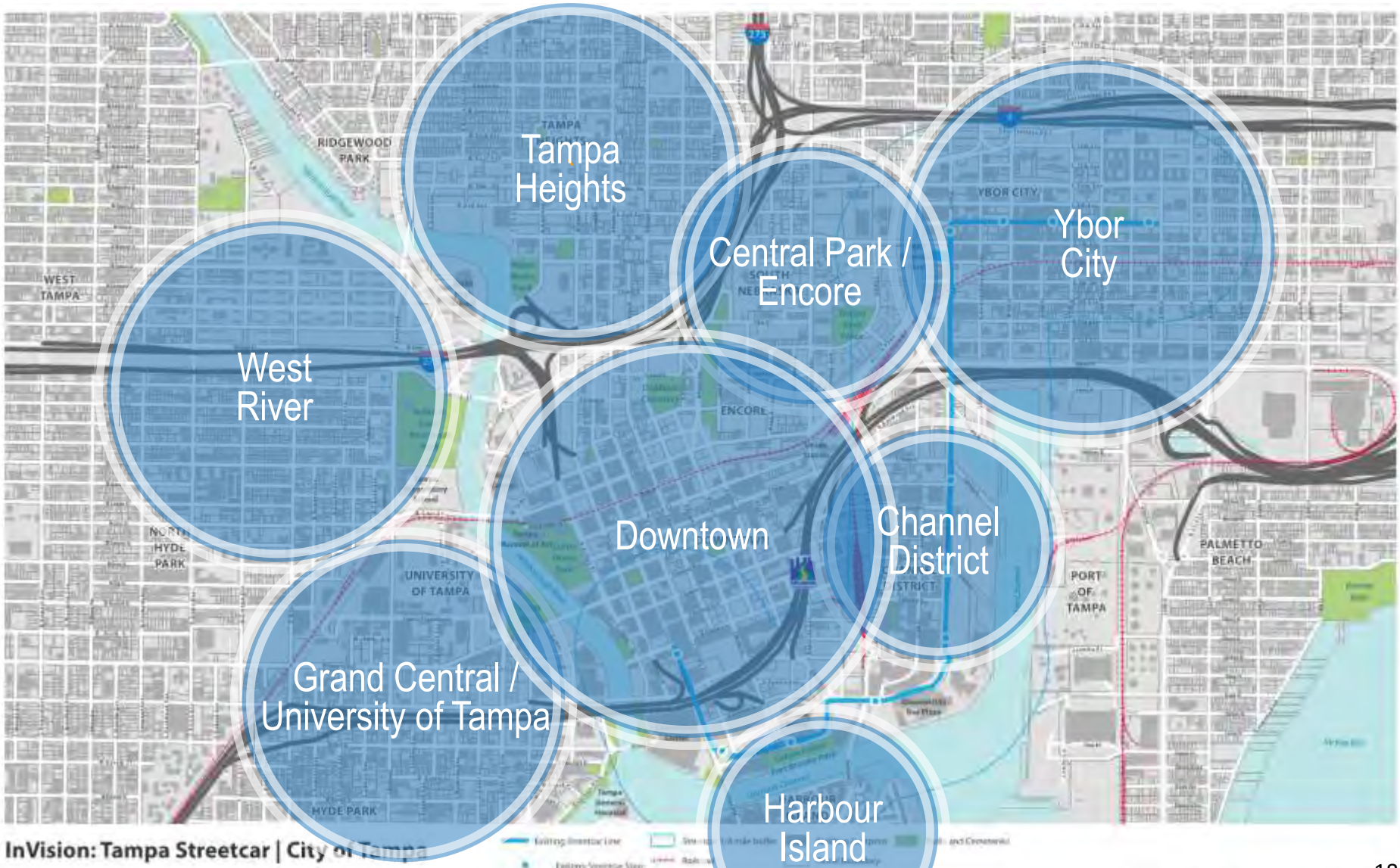
with Kimley-Horn & Associates, Inc., B2 Communications, Boothe Transit Consulting and others.

PLANNING FRAMEWORK

- InVision Tampa's Center City Plan recognized the need to extend and expand streetcar operations.
- Uses a broad definition of Downtown – Ybor City, Central Park, West River, Channel District, Harbour Island, & Tampa Heights.



STUDY SCOPE



InVision: Tampa Streetcar | City of Tampa

PLANNING FRAMEWORK

- **Tampa Historic Streetcar Extension Study**
  Hillsborough Area Regional Transit Authority
  December 2014

- **Transit Assets & Opportunities Study**
  Hillsborough County MPO & The Tampa Downtown Partnership
  September 2014

PLANNING FRAMEWORK

RELATED STUDIES UNDERWAY

- **Regional Premium Transit Study**
- **Transit Development Plan Update**
- **Autonomous Transit Pilot Project**

PROJECT TIMELINE

PHASE 1
FEASIBILITY
Spring - Summer 2017

PHASE 2
PROJECT DEVELOPMENT
Summer 2017 - Summer 2018

KEY TASKS

- Purpose & Need
- Concept Alternatives
- Impact Evaluation
- Funding & Implementation
- FTA Request to Advance

KEY TASKS

- Preferred Alternative
- Preliminary Design & Engineering
- Impact Assessment
- Funding & Implementation
- FTA Request for Funding

Stakeholder engagement and communications through both phases with workshops, briefings, web site, social media, etc.

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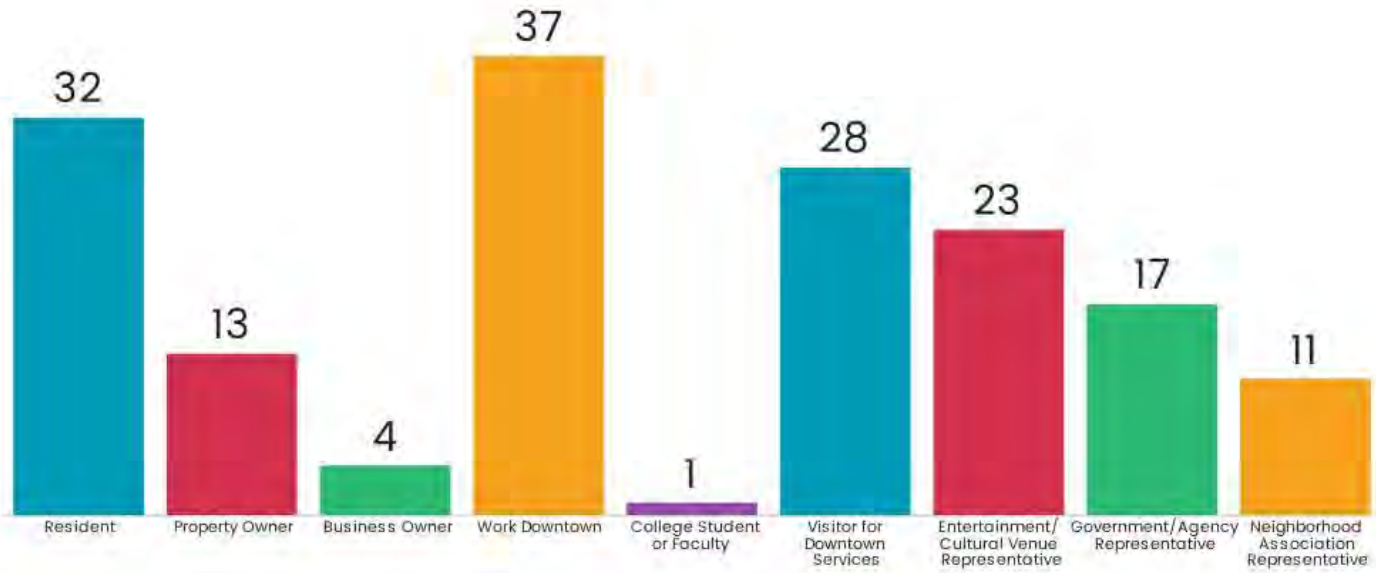
Who's with us tonight?

What is your interest in the downtown area? (pick your top 3)

Mentimeter



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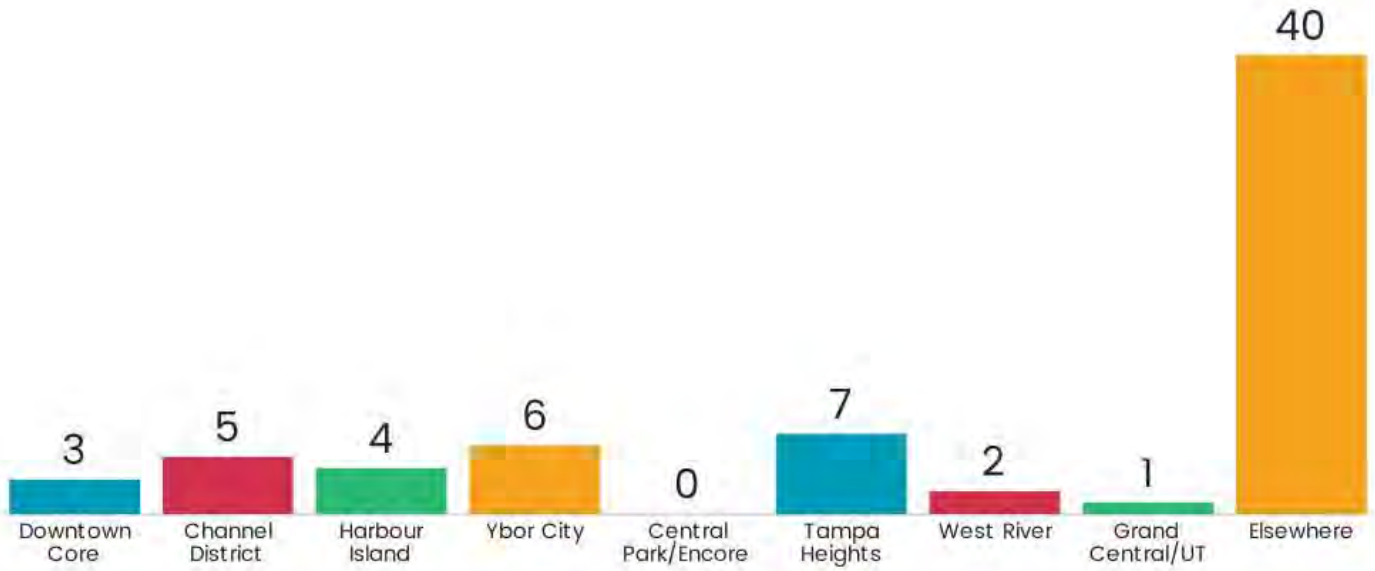
What neighborhood do you live in?

Mentimeter



68

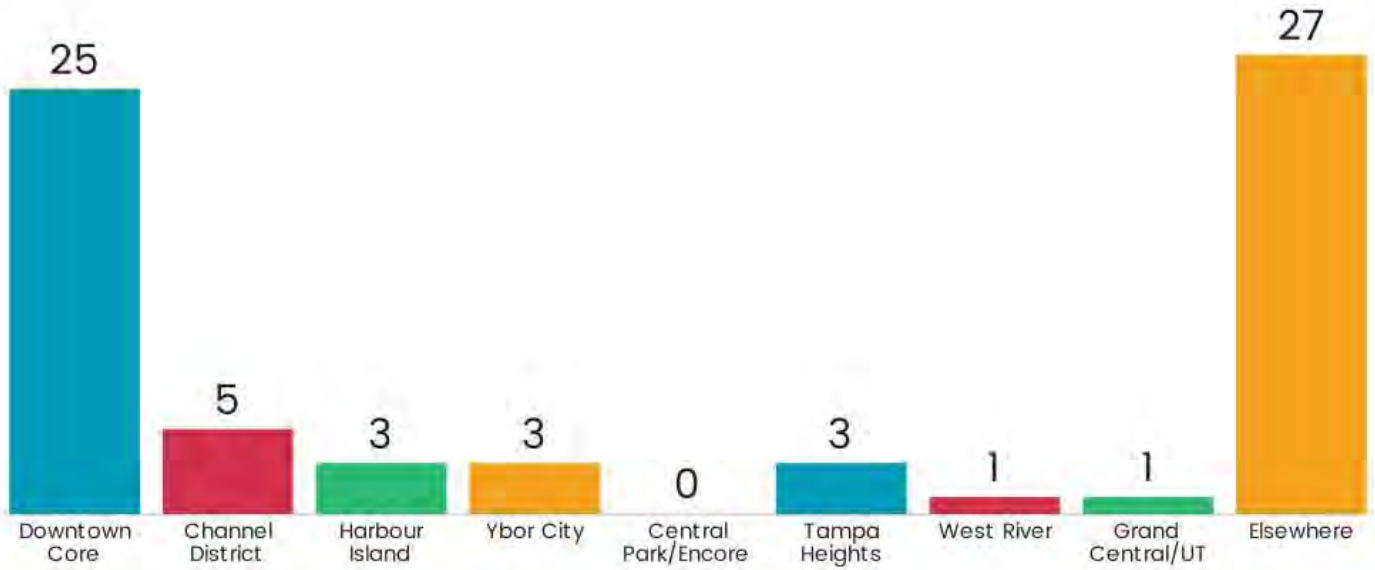
Where do you live? (enter your zip code)

Mentimeter

68

What neighborhood do you work in?

Mentimeter



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Where do you work? (enter your zip code)

Mentimeter

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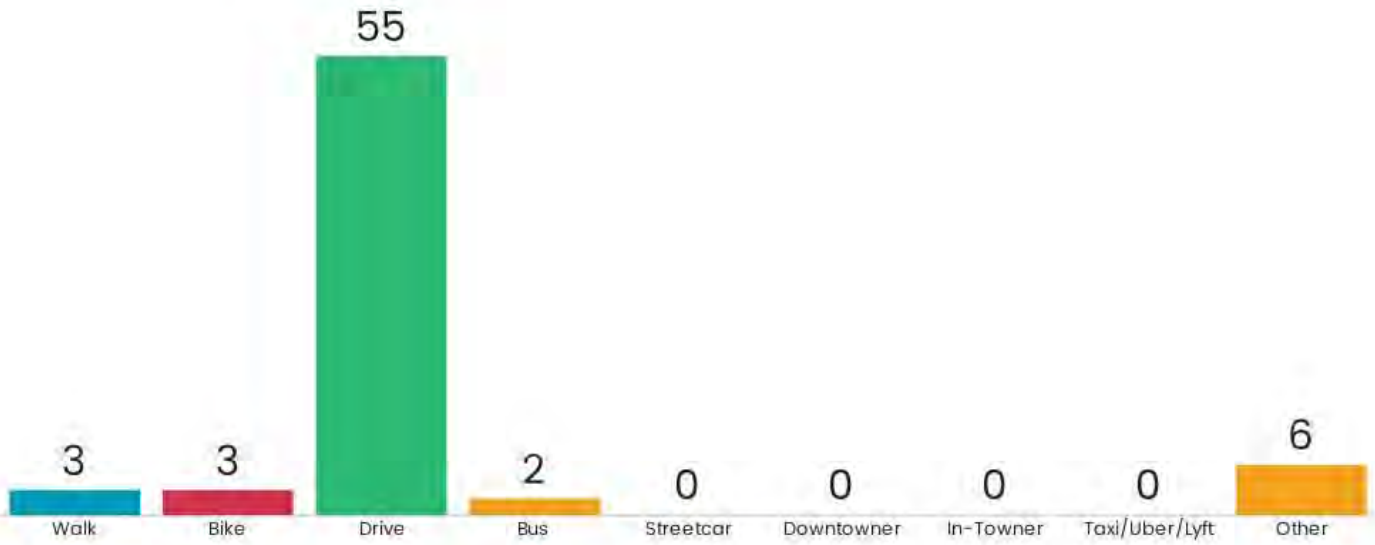
What's your primary way to get between home and work?

Mentimeter



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InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Draft Purpose & Need

Steve Schukraft, HDR

Clarence Eng, Kimley-Horn

City of Tampa Florida

Draft Purpose & Need Statement

- **Statement is a description of opportunities, issues, and problems that can be addressed by a potential transit investment.**
- **Key considerations in drafting the statement:**
  - Land Use and Economic Development
  - Mobility Improvement and Congestion Relief
  - Environmental and Community Benefits-Impacts
- **Important tool to develop and evaluate options and alternatives.**

Connect Downtown Subdistrict

Serve Travel Markets

Improve First Mile/Last Mile Connections

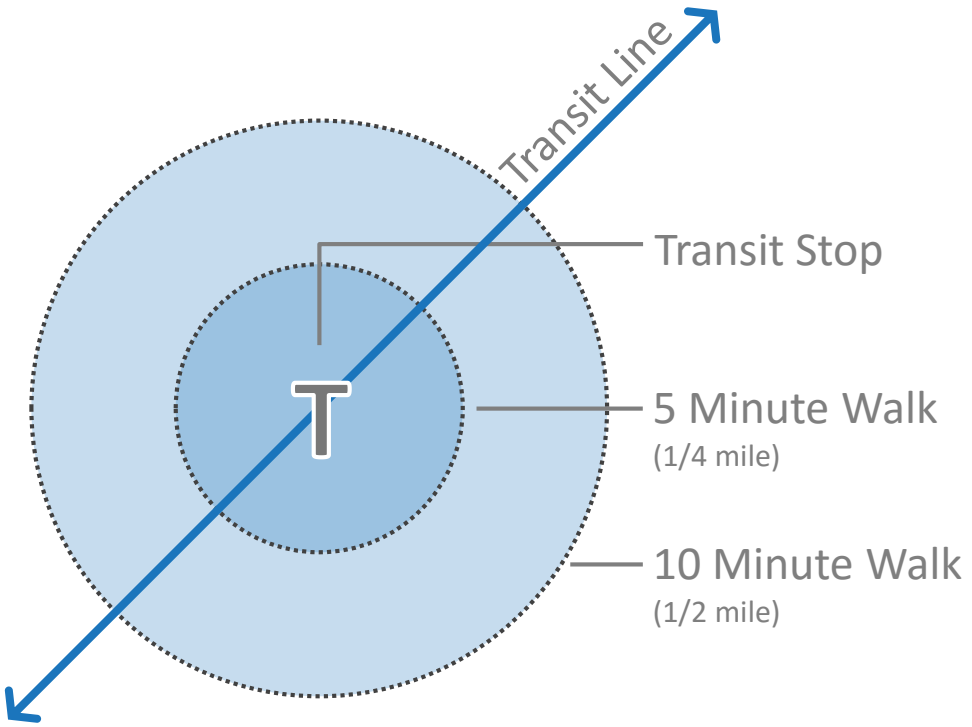
Support Economic Development

Expand Sustainable Transportation Options

Connect Downtown Subdistricts

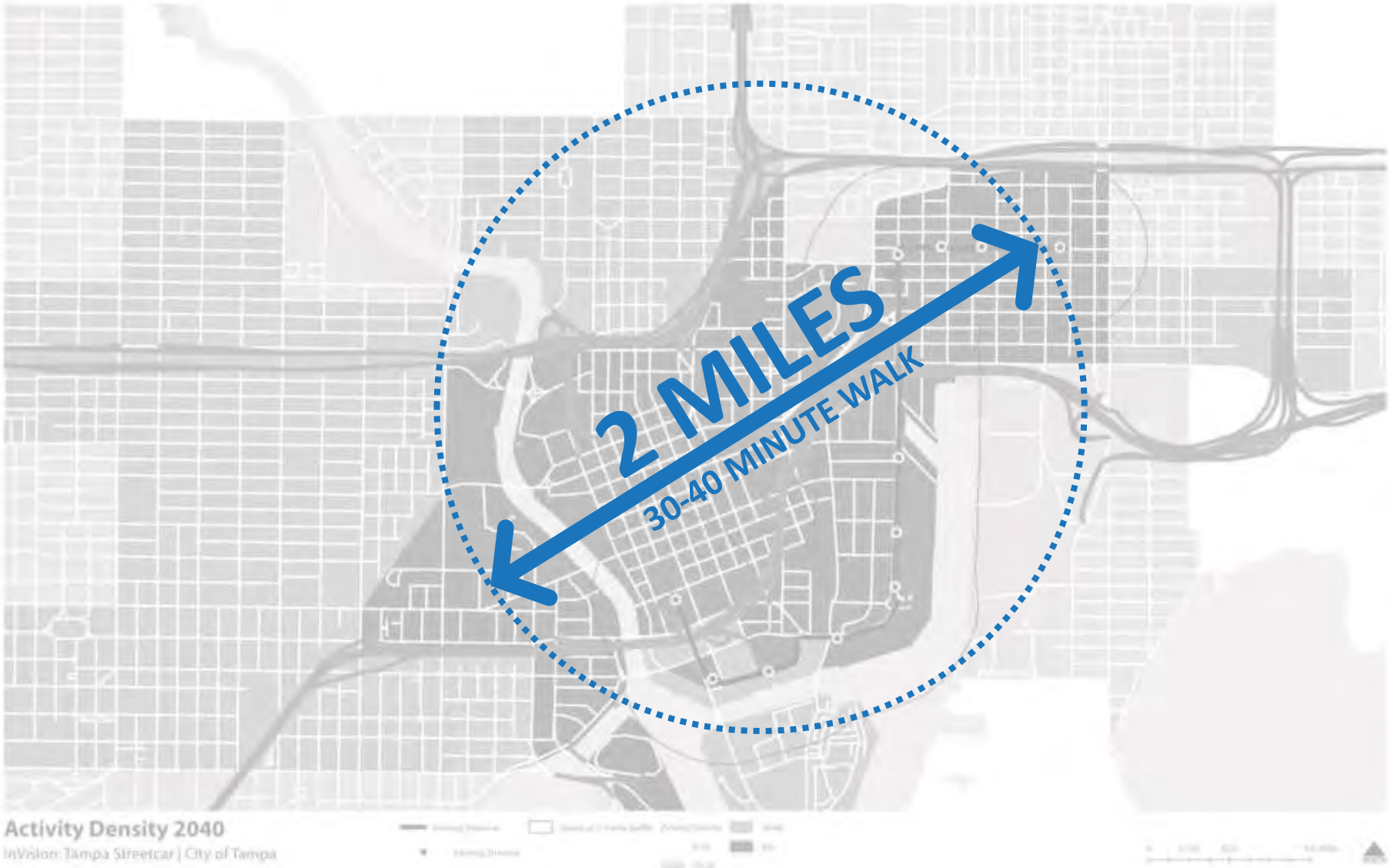
Improve mobility within and between existing City Center subdistricts with transit-supportive land use and development.

- High Density
- Compact, Urban Form
- Transit Supportive Uses
- Highly Walkable Places
- Supportive Mobility



Population & Employment - 2010

TRAVEL DISTANCES

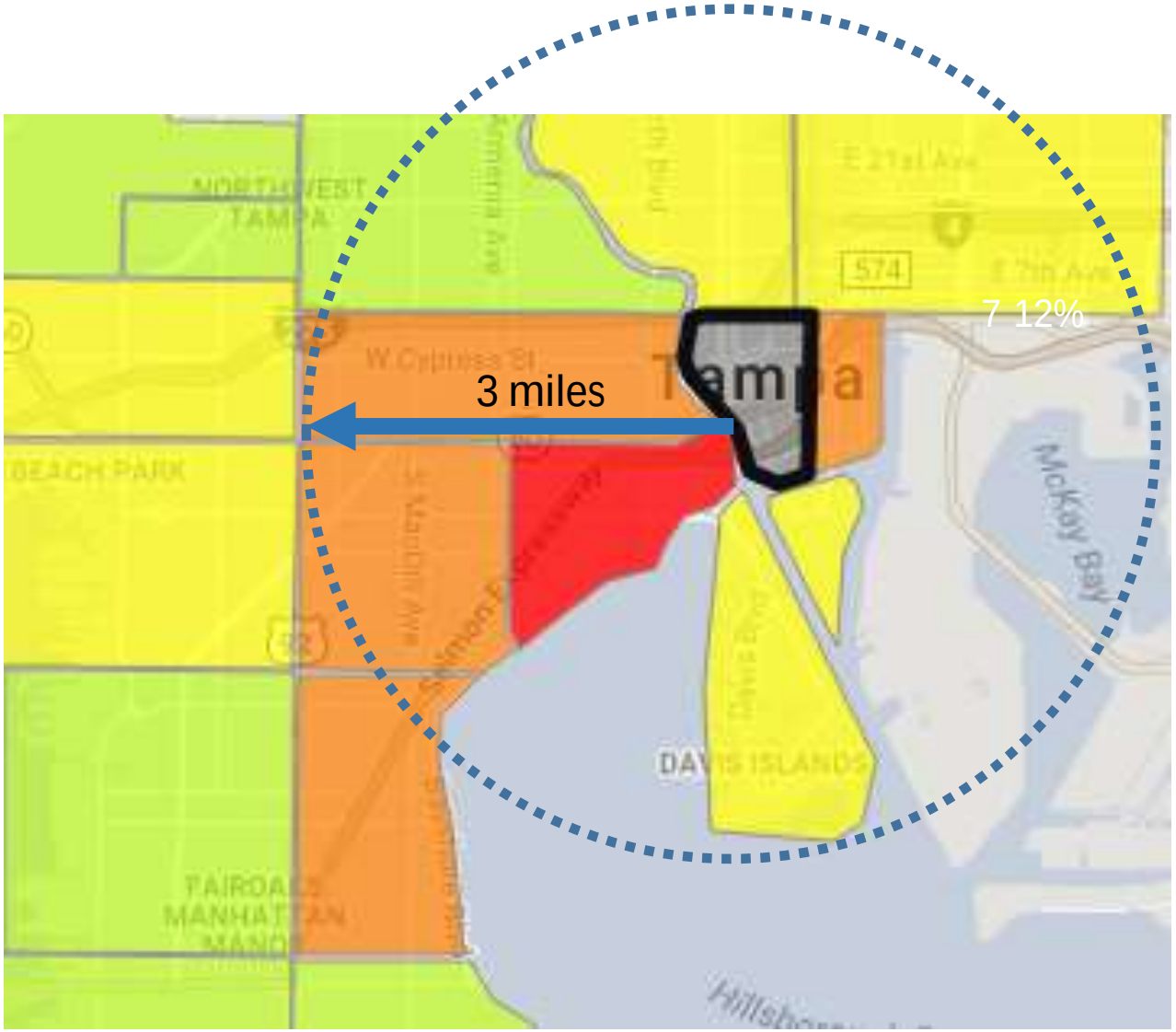


Serve Travel Markets

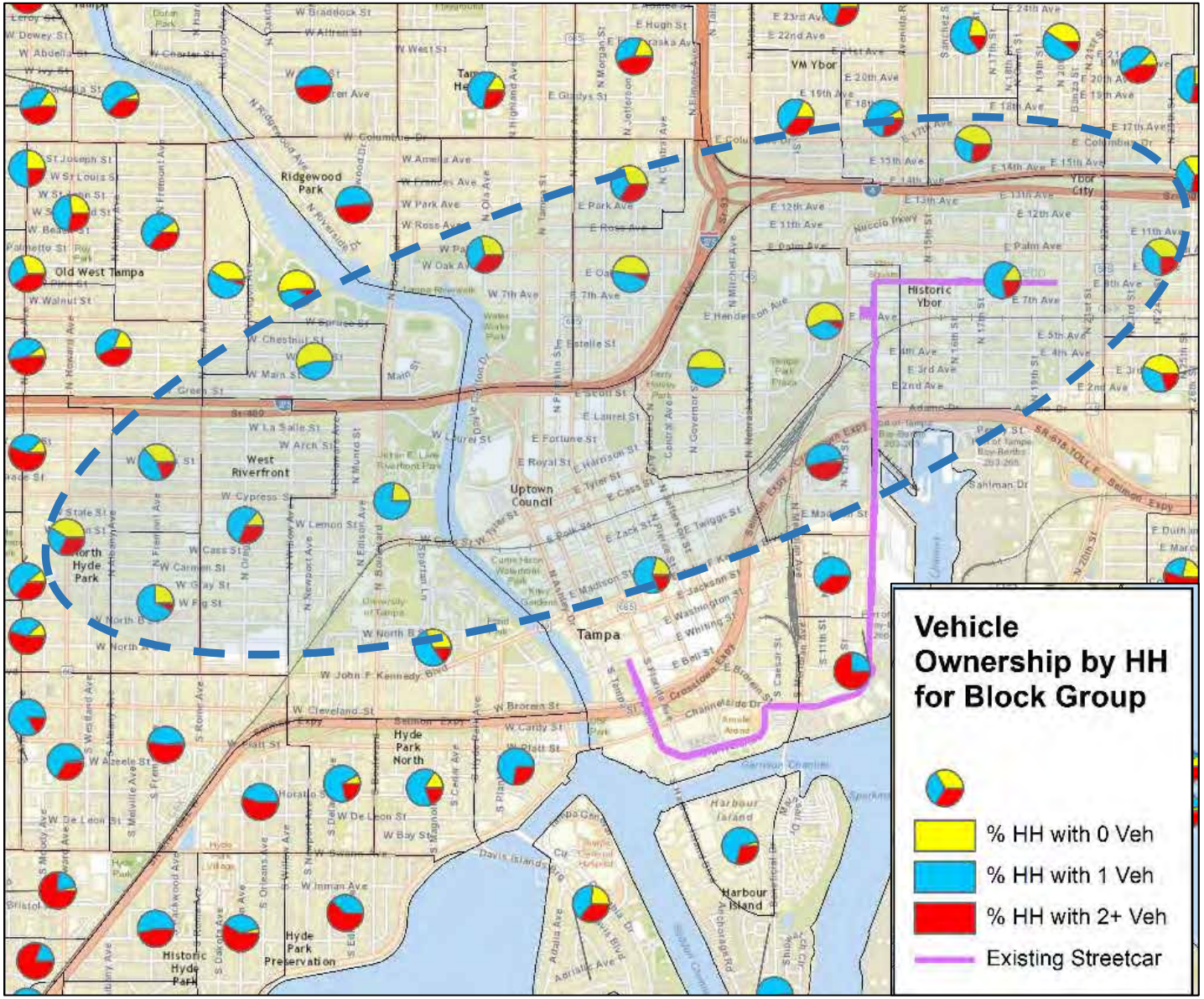
Provide improved mobility to meet the diverse needs of City Center residents, workers, and visitors, including transit-dependent people.

- City Center Residents
- City Center Workers
- Students/Faculty
- Shoppers/Diners
- Tourists/Business
- Arts/Culture/Sports
- Courts & Gov't Offices
- Special Events

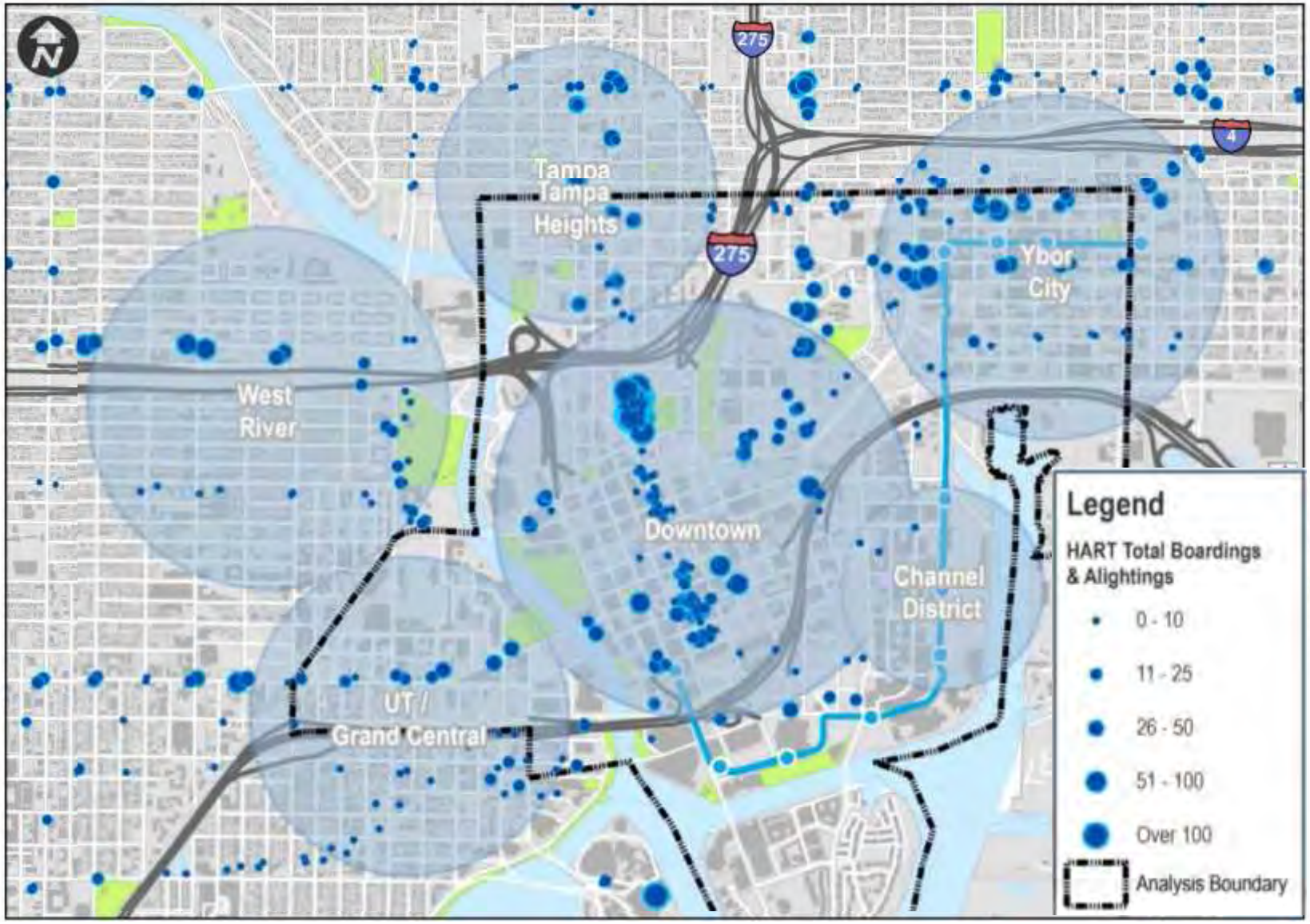
City Center / Downtown Core Travel Markets



Household Vehicle Ownership (2010)



Daily Transit Ridership Activity (HART APC)



Approximately **8,200** HART transit riders per weekday in the study area.

Improve First Mile/Last Mile Connections

Improve access to regional transit services and improve first mile/last mile connections between City Center destinations, regional transit centers, and high capacity parking locations.

MTC & MARION TRANSITWAY
- Express and Local Bus
- Regional Bus

UNION STATION
- Amtrak

GARRISON CHANNEL
- Water Ferry

FUTURE TRANSIT HUBS
- Intermodal Center
- Bright Line/All Aboard Florida
- Regional Fixed Guideway

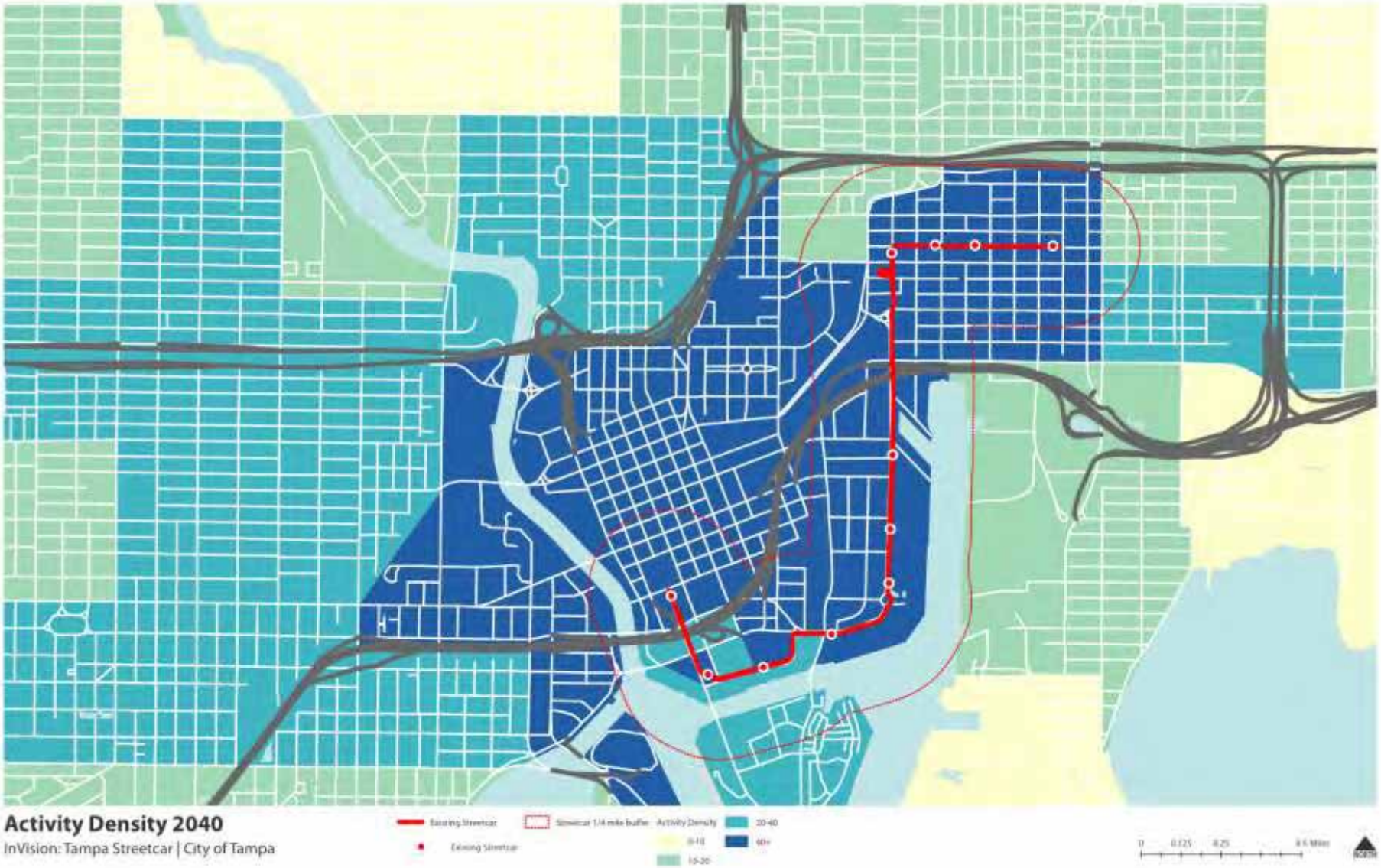
PUBLIC PARKING RESOURCES
- Garages – Poe, Ft Brooke, Whiting, and Ybor City

Support Economic Development

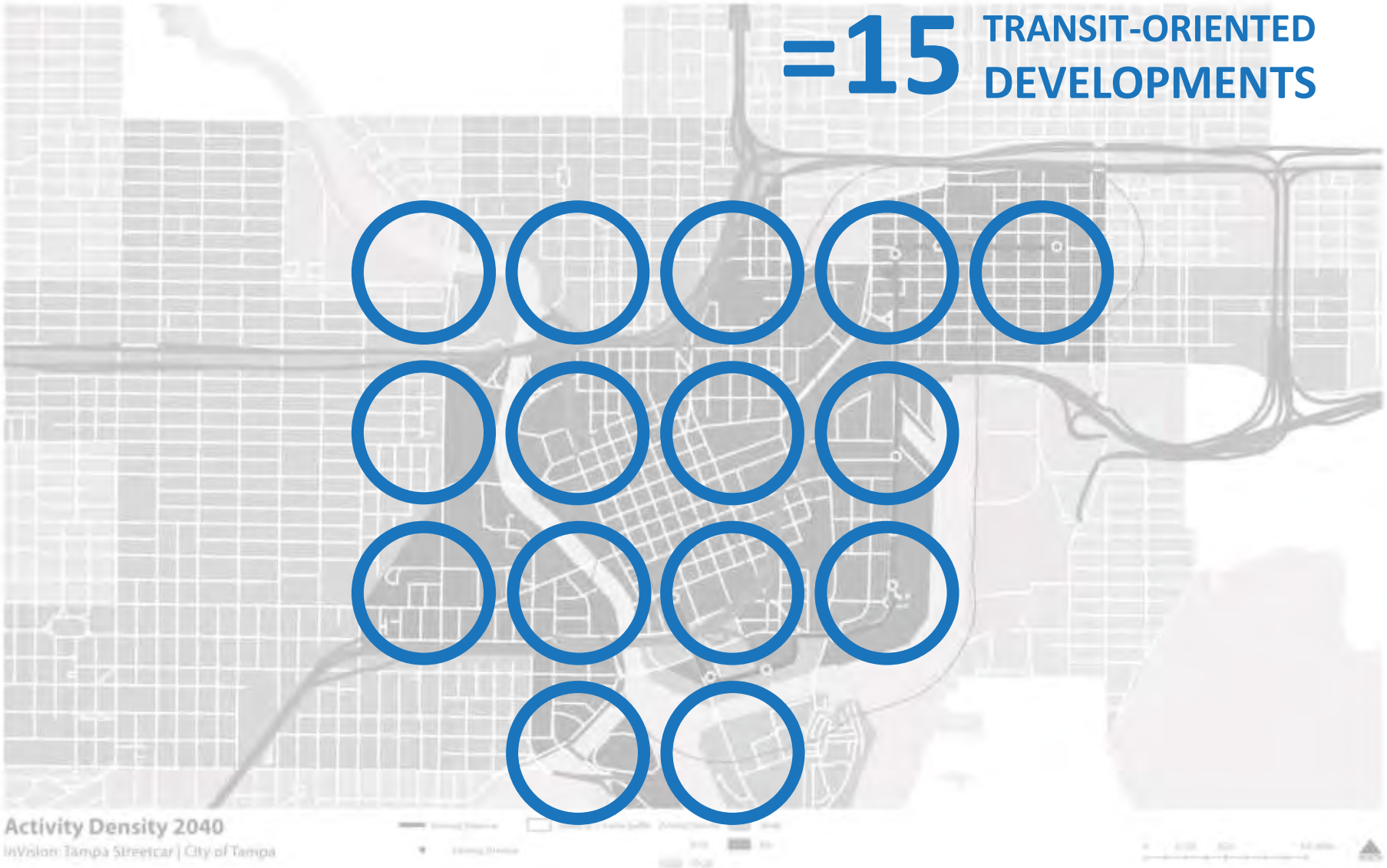
Advance the InVision City Center development plan through the provision of improved mobility service to emerging subdistricts and destinations.

- Waterfront District
- Port Tampa Bay
- Central Park/Encore
- The Heights
- West River
- Grand Central/University of Tampa

Population & Employment - 2040



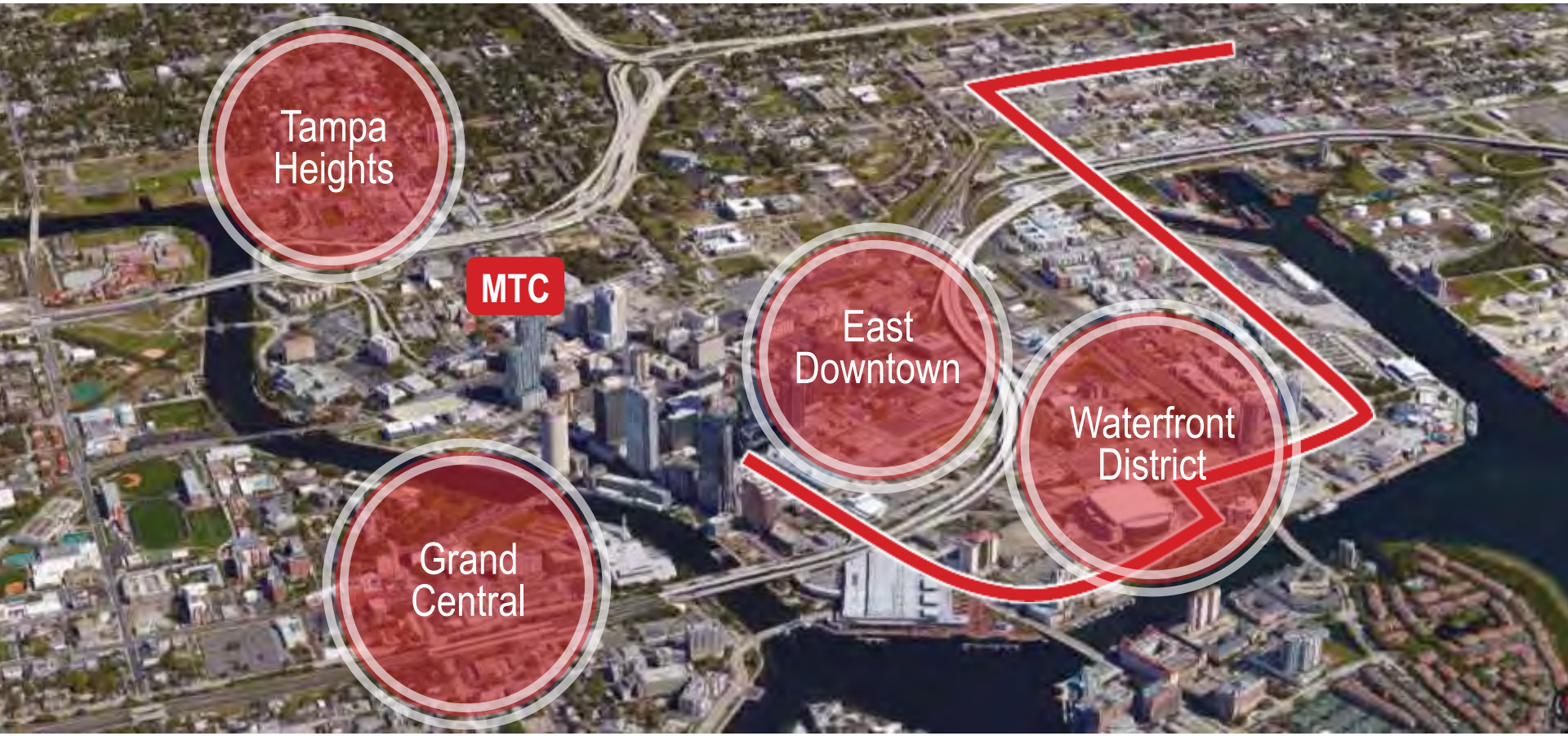
Transit-Supportive Places



Travel Markets – Urban Neighborhoods

New and emerging urban neighborhoods.

Travel Markets – Employment Centers

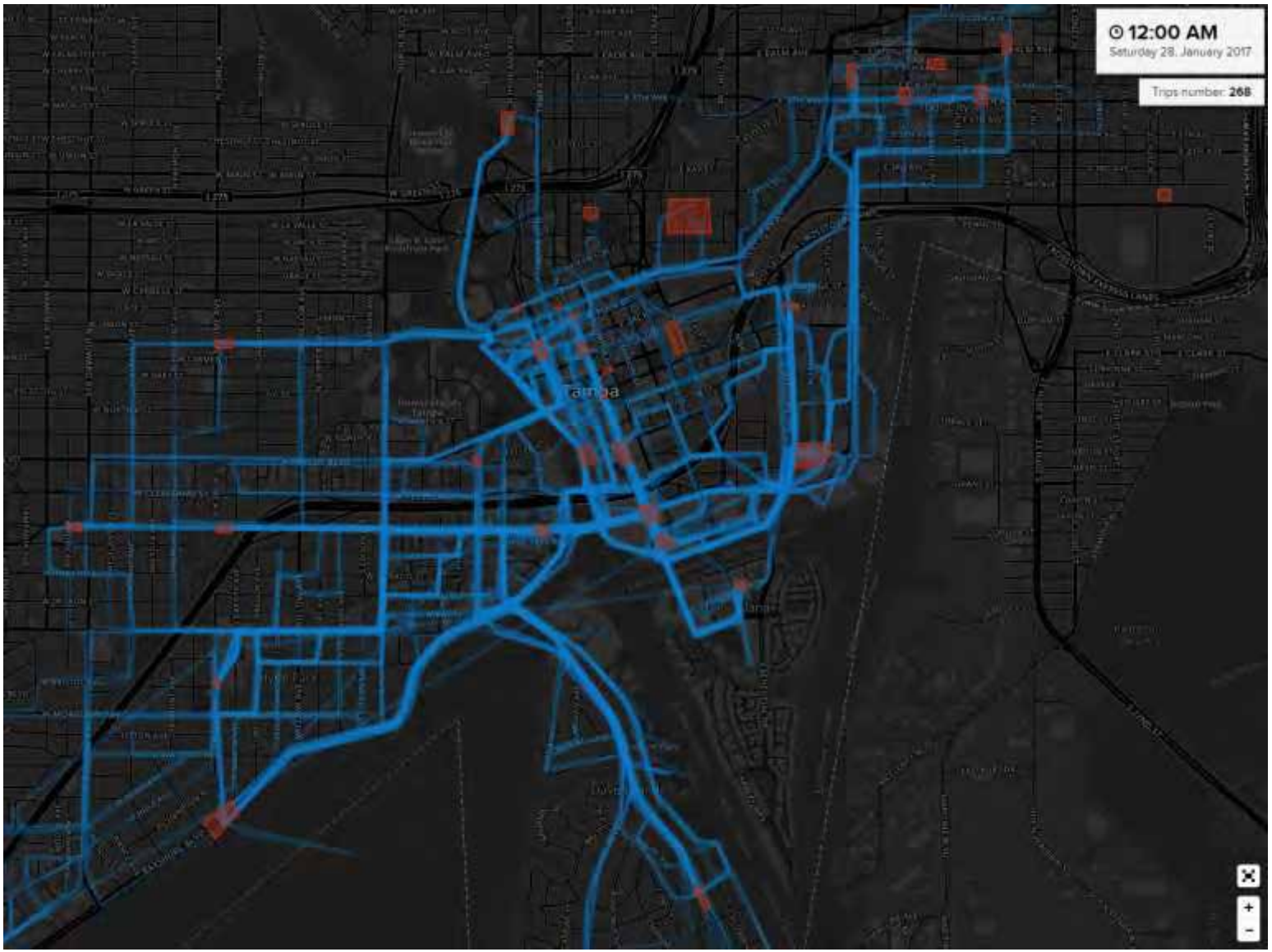


New employment cluster in several locations.

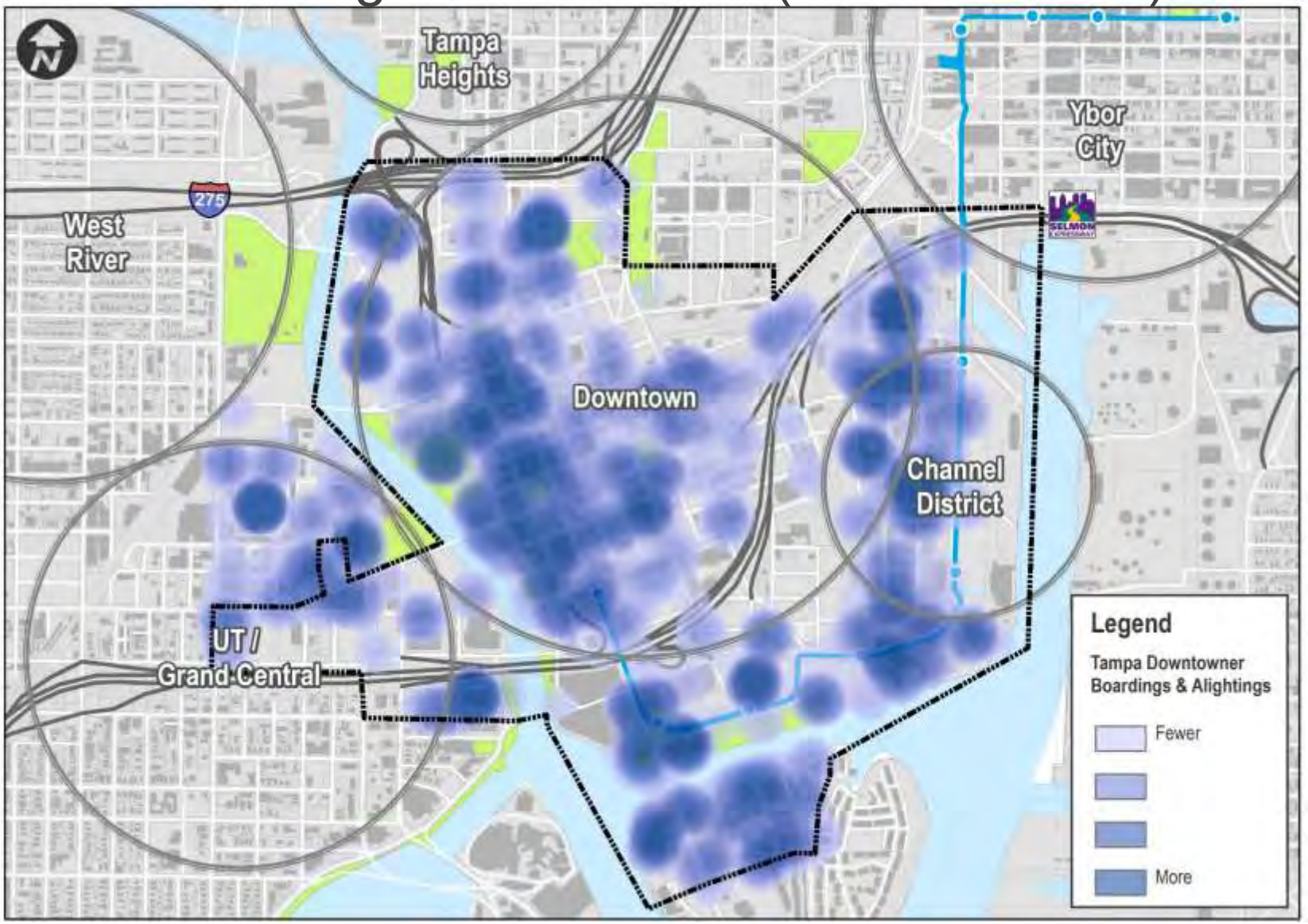
Expand Sustainable Transportation Options

Provide an attractive alternative to single occupancy vehicle travel between City Center origins and destinations. Complement fixed route/schedule, on-demand, and shared mobility options.

Tampa Coast Bike Ridership (Saturday, Jan 28, 2017)



Downtowner Origin-Destinations (ITD 2016-2017)



Approximately 9,200 Downtowner trips per month; 337 average weekday trips

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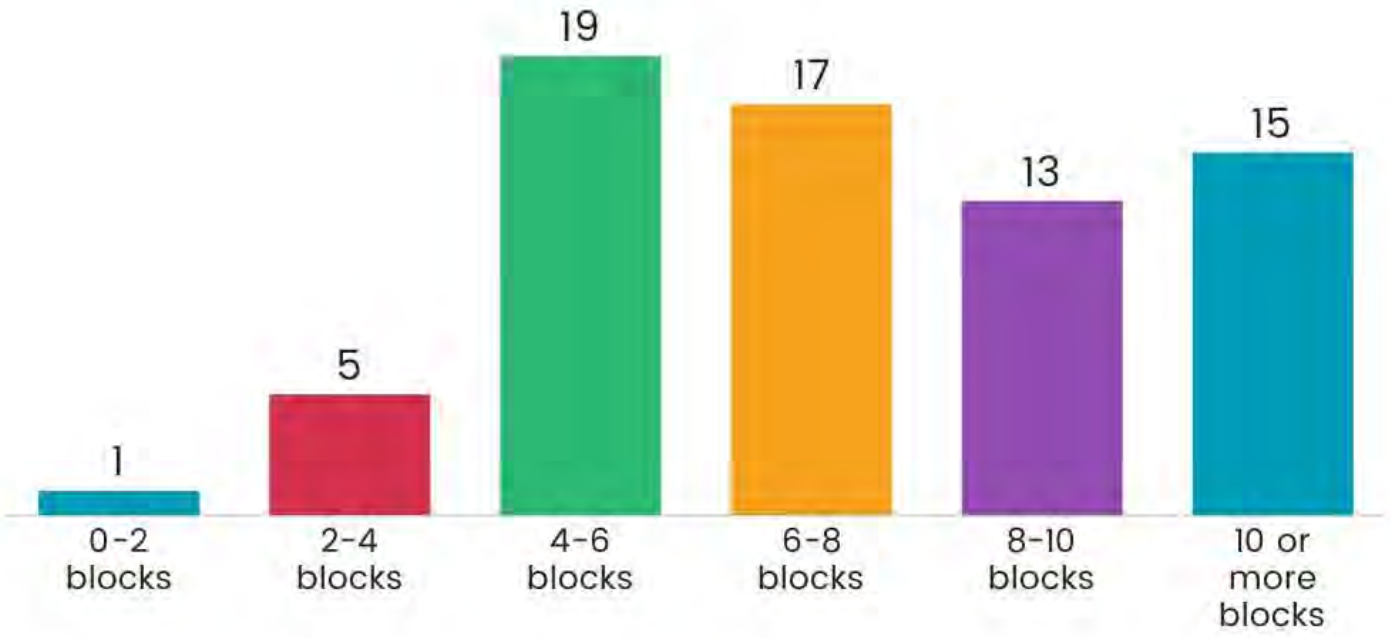
ROUND 3

Draft Purpose & Need?

What is the longest distance you would consider walking to a City Center destination?

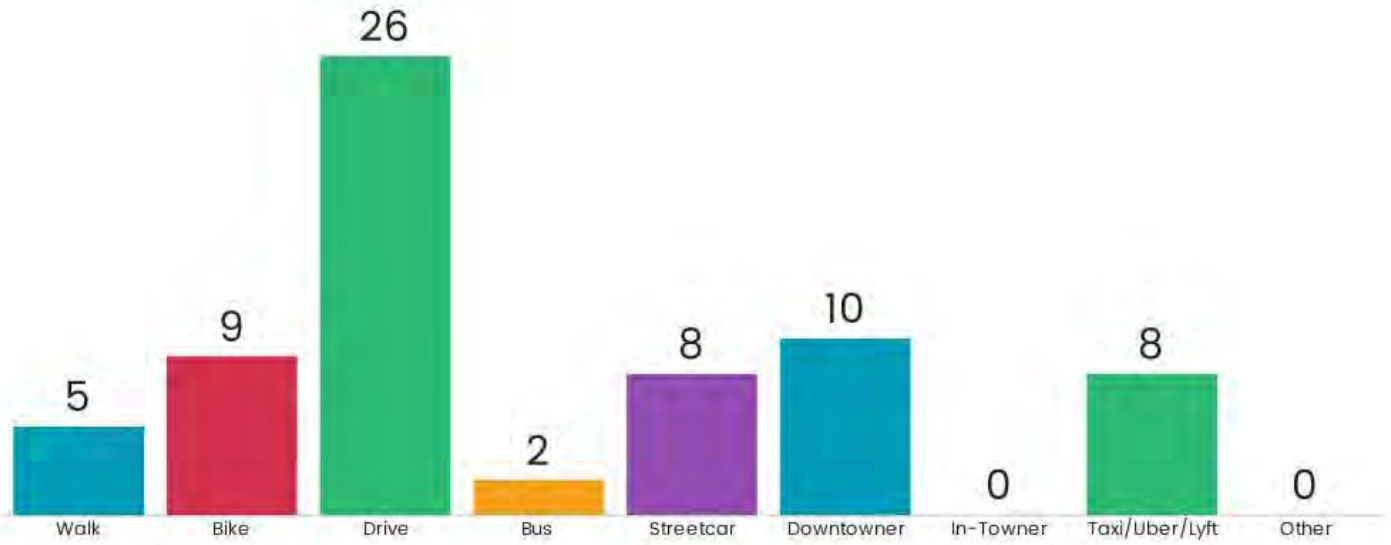
Mentimeter



70

For a typical City Center trip of more than 1 mile, how would you make the trip?

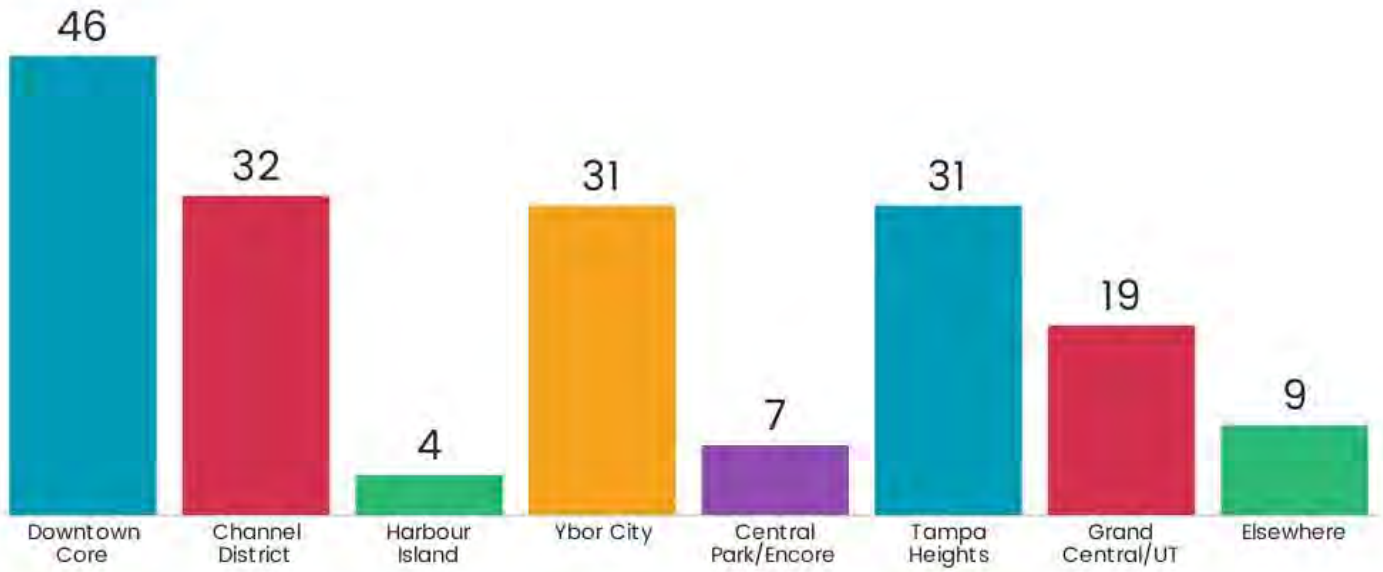
Mentimeter



68

Which existing City Center subdistricts should have the highest priority for enhanced transit service? (pick up to three)

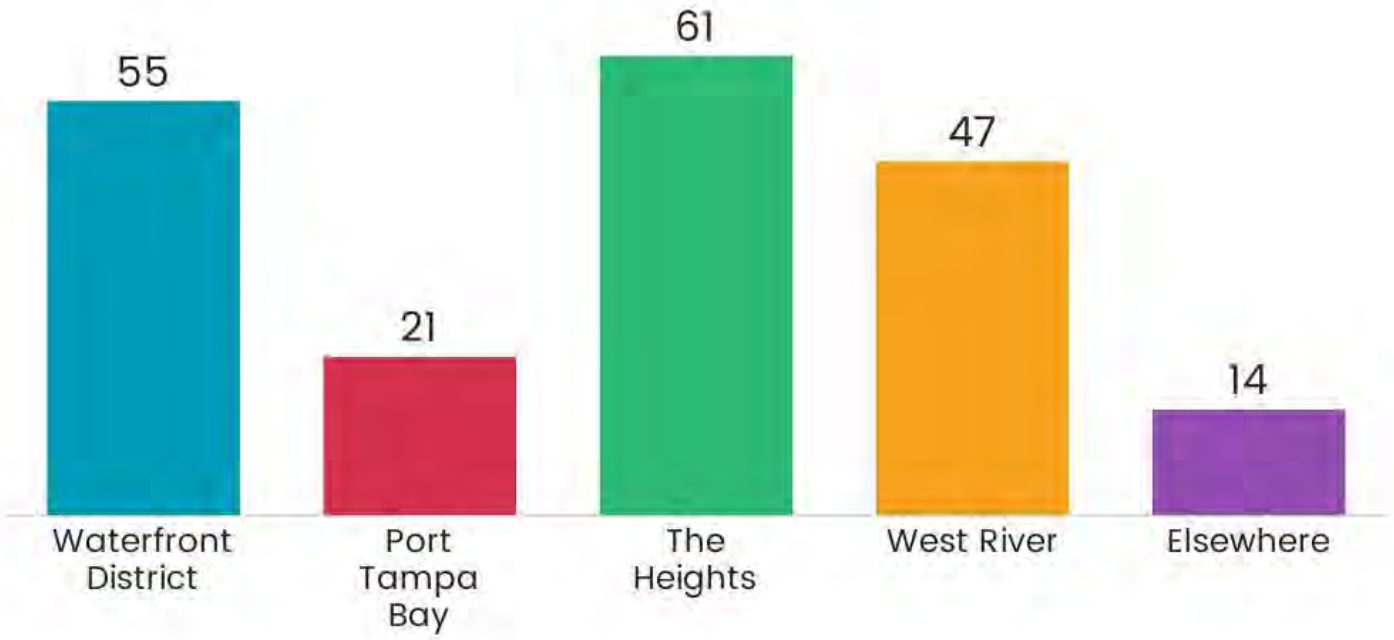
Mentimeter



70

Which planned developments should have the highest priority for enhanced transit service? (pick up to three)

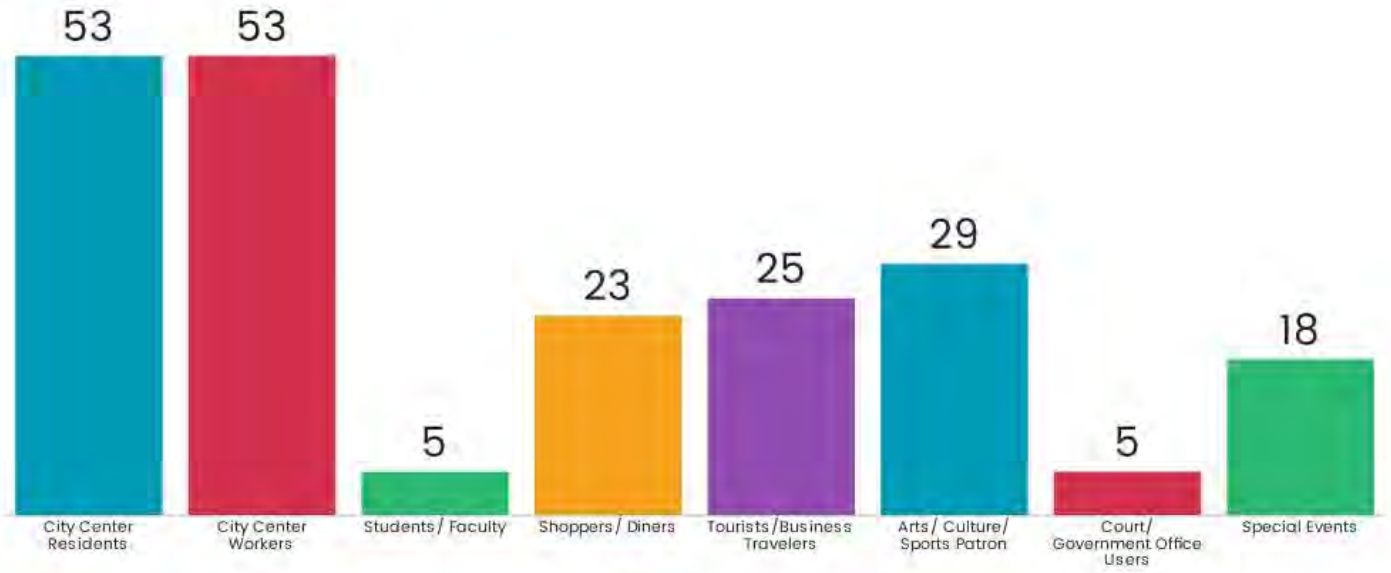
Mentimeter



72

What primary travel markets should be focused on for a City Center transit solution? (pick your top 3)

Mentimeter



72

How important is each draft Purpose & Need Statement?

Mentimeter

71

How would you prioritize the draft Purpose & Need Statements?

Mentimeter

74

INVISION: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Corridor Options

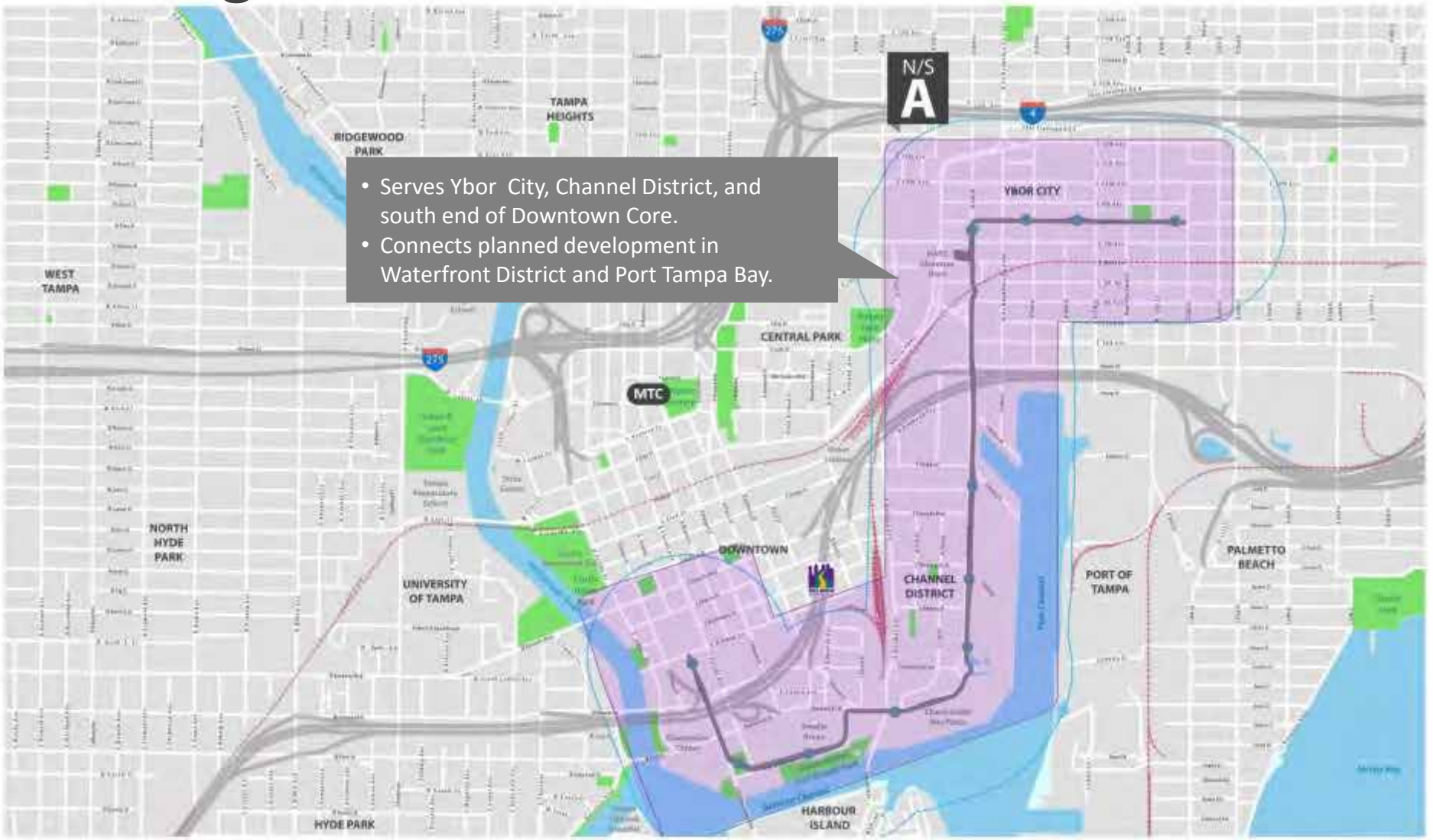
Steve Schukraft, HDR

City of Tampa Florida

Corridor Options

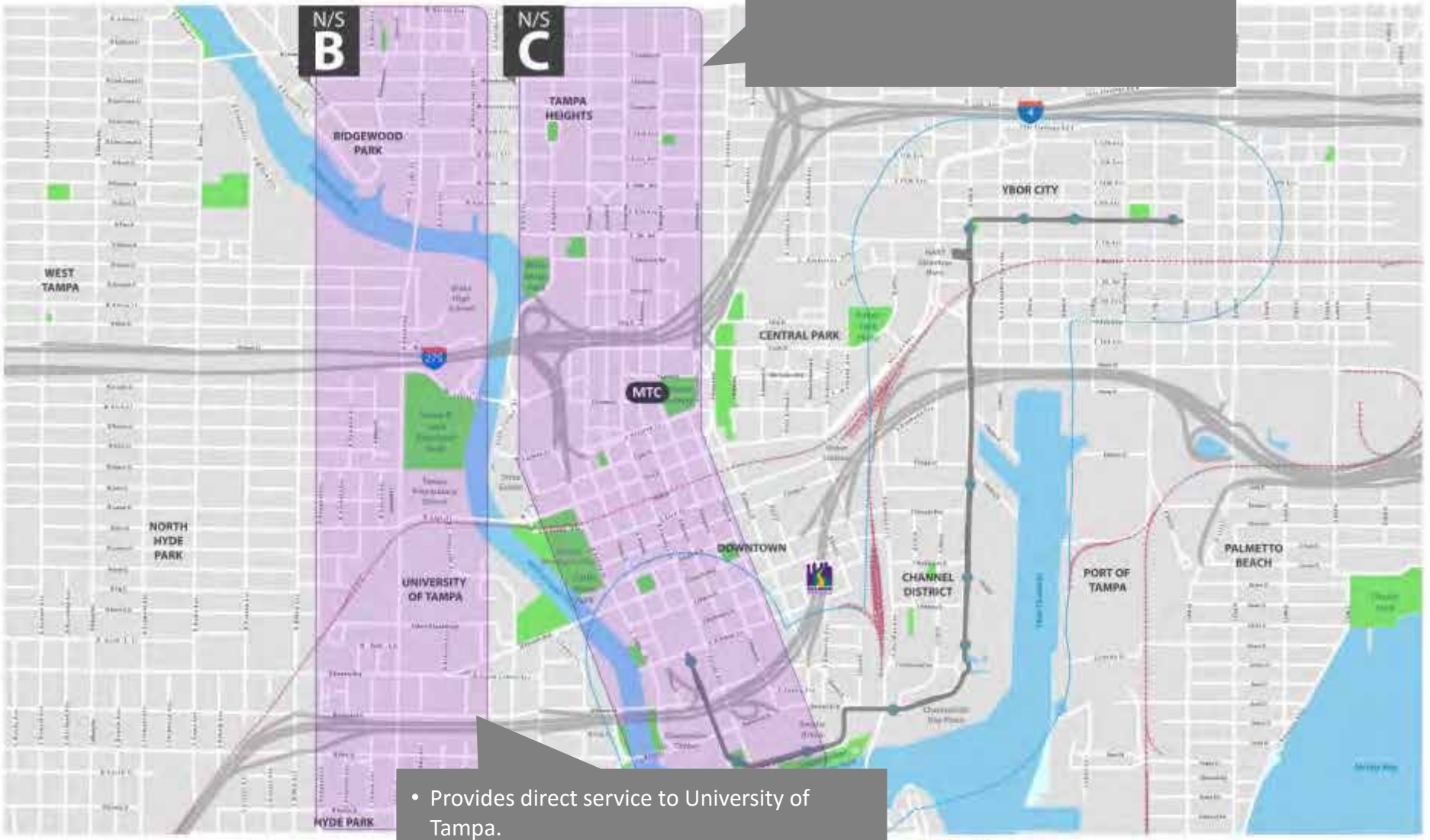
- Identify Productive Corridors (NOT ALIGNMENTS)
  - Generate ridership to justify investment.
  - Advance elements of the purpose and need.
    - Connect Downtown Subdistricts
    - Serve Travel Markets
    - Improve First Mile/Last Mile Connections
    - Support Economic Development
    - Expand Sustainable Transportation Options
- Build Foundation for Next Steps
  - Alternative definition.
  - Initial assessment of constraints and challenges.

Existing Streetcar



- Serves Ybor City, Channel District, and south end of Downtown Core.
- Connects planned development in Waterfront District and Port Tampa Bay.

N/S Corridors



- Provides direct service to University of Tampa.
- Connects emerging subdistricts along the Boulevard and Willow Corridors.

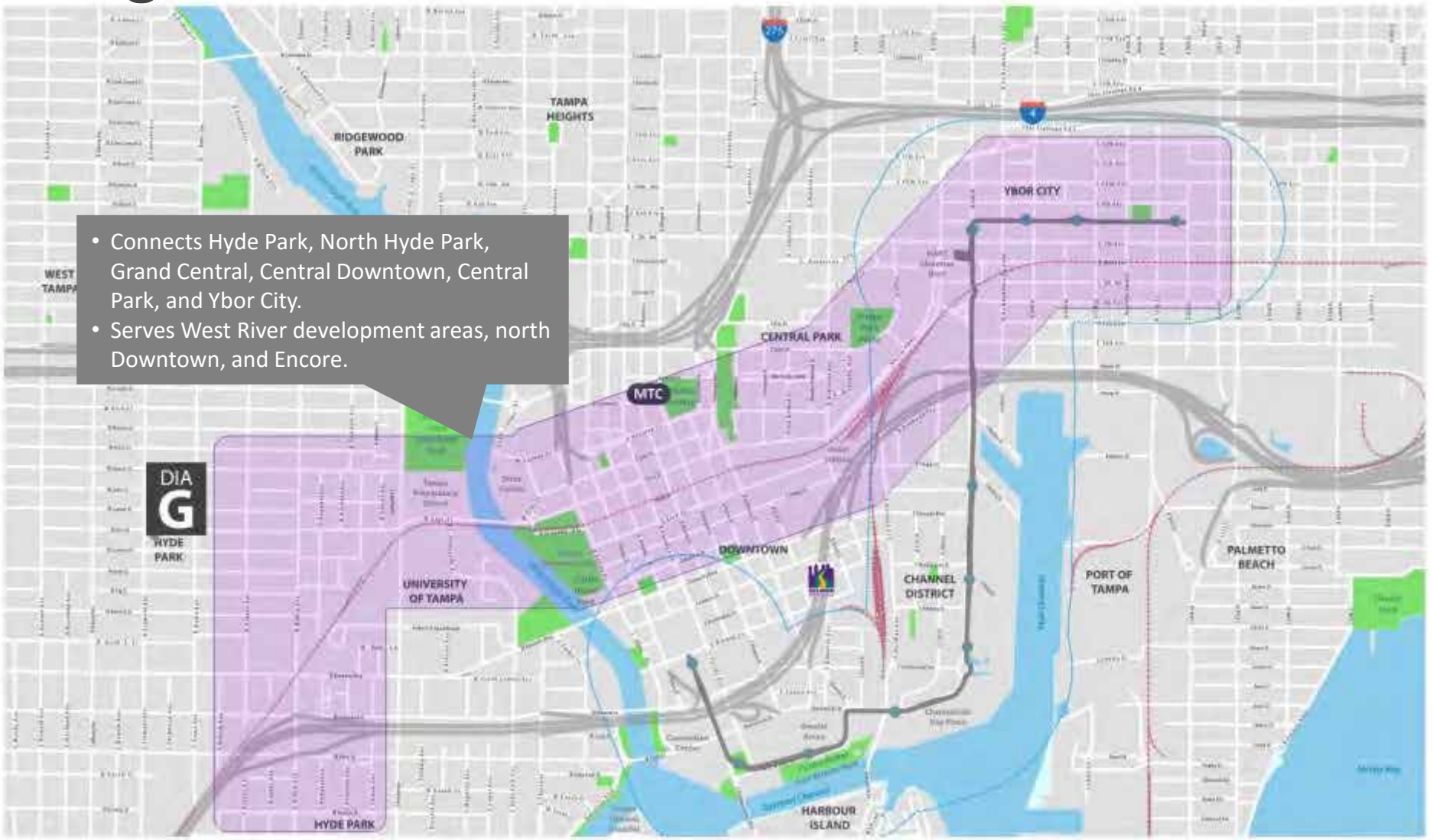
E/W Corridors

- Connects Tampa Heights to Ybor City.
- Serves the Heights and potential development along the Palm and 7th Avenue corridors.

- Connects West Tampa to North Downtown, Central Park, and Ybor City.
- Connects East River development, Marion Transit Center and Intermodal Center site.

- Connects North Hyde Park, Grand Central, south Downtown Core and the Channel District.
- Serves development areas in Grand Central, North Hyde Park, and the Waterfront District.

Diagonal Corridor



- Connects Hyde Park, North Hyde Park, Grand Central, Central Downtown, Central Park, and Ybor City.
- Serves West River development areas, north Downtown, and Encore.

Corridor Option Discussion

KEY QUESTIONS BY CORRIDOR

- **Would enhanced transit service support the Purpose and Need?**
  - Connect Downtown Subdistricts
  - Serve Travel Markets
  - Improve First Mile/Last Mile Connections
  - Support Economic Development
  - Expand Sustainable Transportation Options
- **Will development in the corridor generate ridership and support a major investment?**

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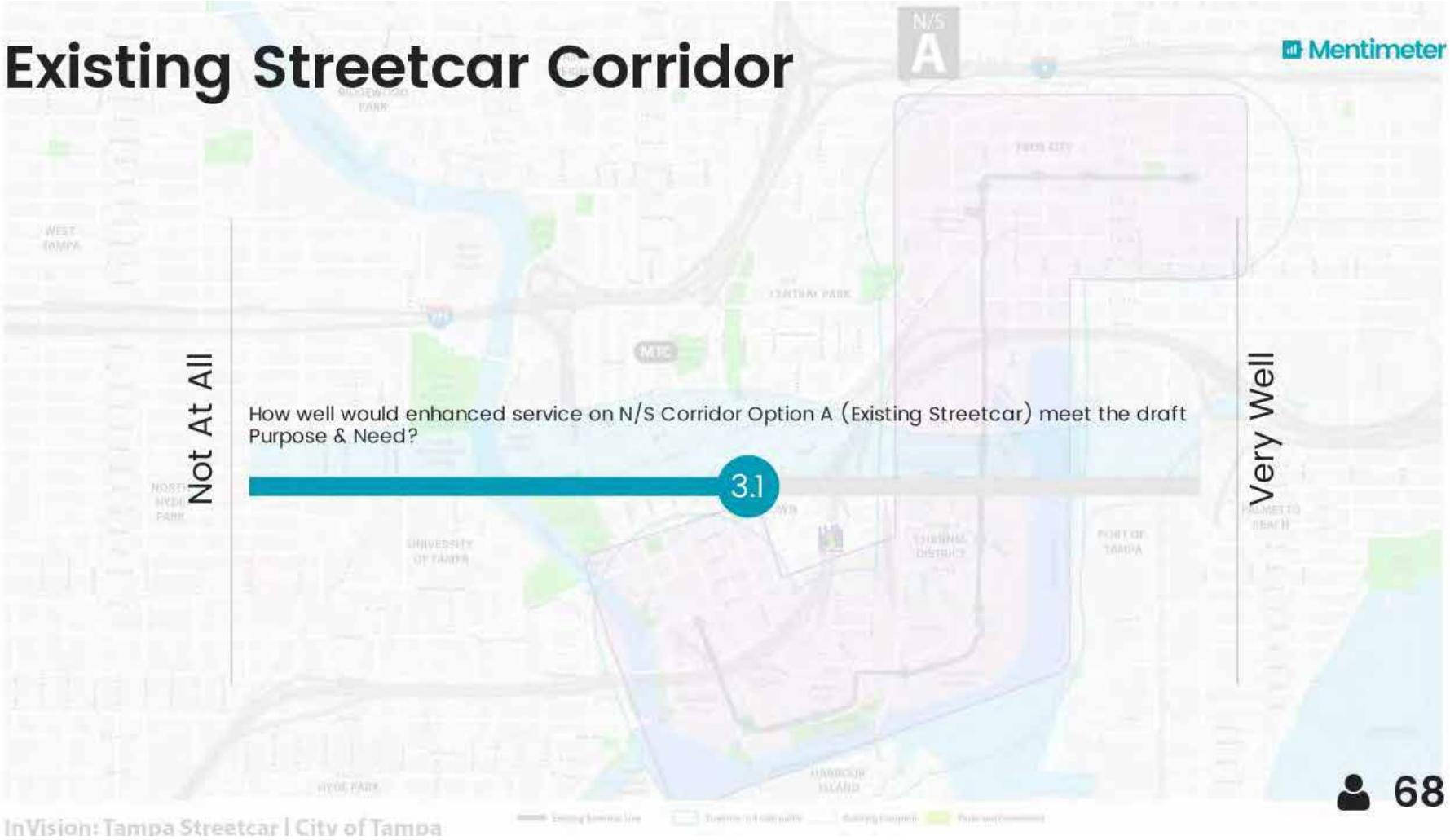
ROUND 4

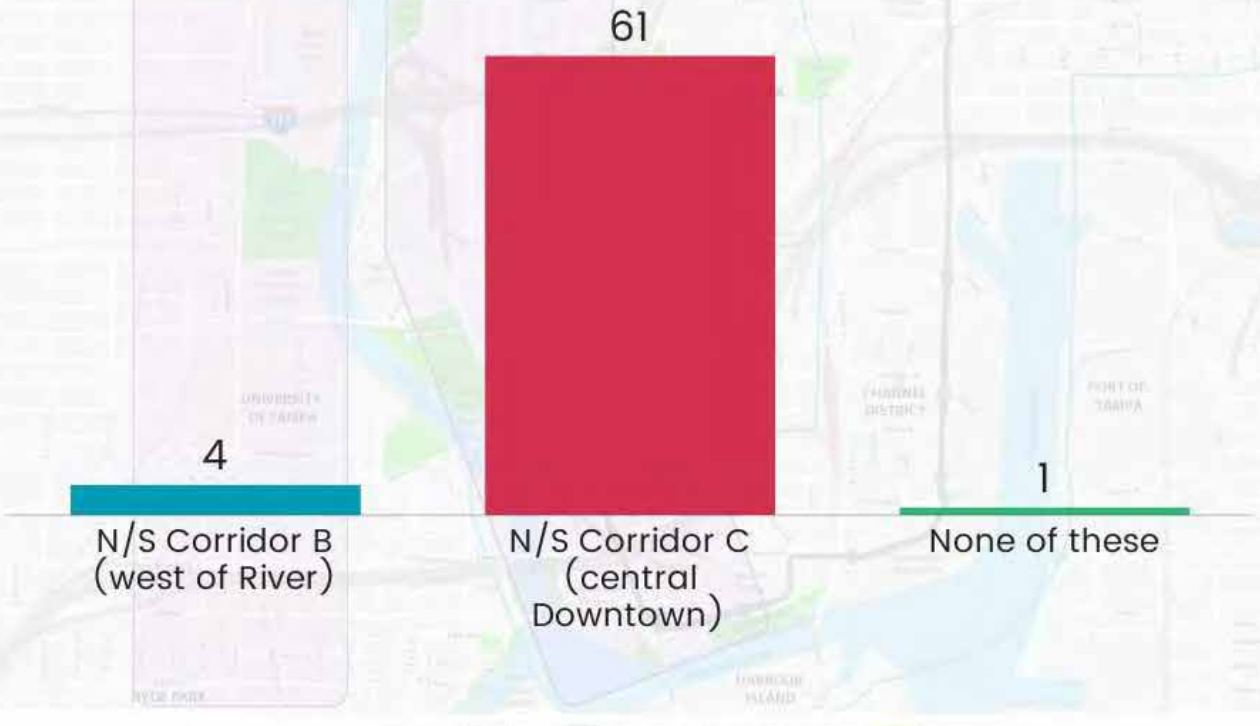
Corridor Options?

Existing Streetcar Corridor



Which new N/S Corridor Option best meets the draft Purpose & Need?

Mentimeter



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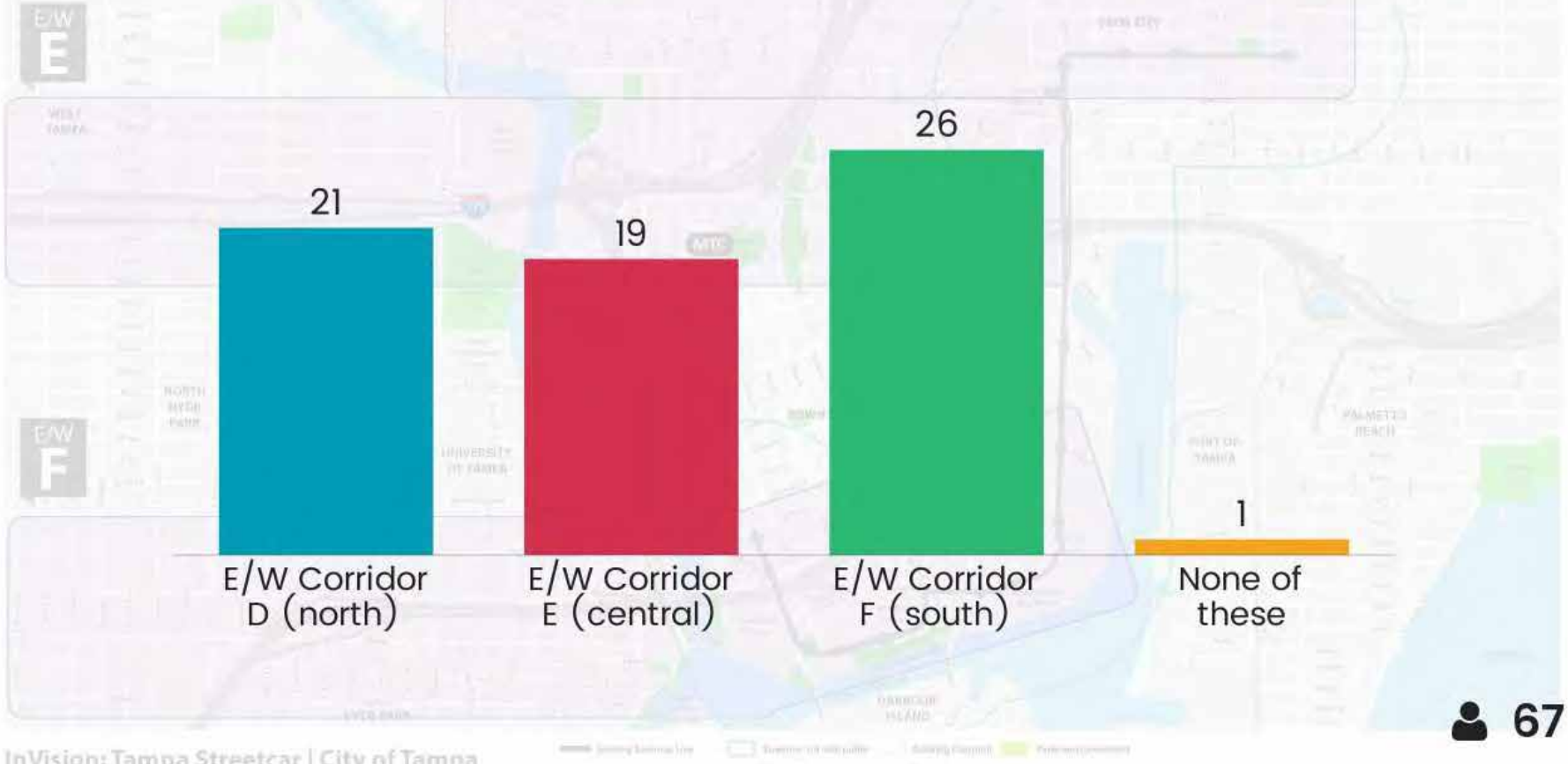
Are there other N/S corridors that should be considered?

Mentimeter

21st/22nd	Highland
21st/22nd Ave.	Howard & or Armenia
Airport	Howard Ave
Airport	Howard ave
Airport	Howard/Armenia and Airport
Airport	Hyde Park Village to downtown
Ashley	Nebraska Ave
Bay shore	Nebraska Ave. Has the highest existing bus ridership.
Bayshore	Need connections to USF and New Tampa
Columbus Drive in Tampa Heights at Central Ave	Needs to go north of 275
Franklin	Not Franklin
Franklin	Rail along the right of way north and south of 275
Franklin	Rome Ave Howard/Aremia Palm Avenue
Franklin	Seminole heights
Franklin	South Howard Ave (SoHo)
FRANKLIN ST. Makes sense, walkable/pedestrian friendly, close to amenities, far enough away to penetrate deeper into downtown	Swing over to Tampa Heights.

Which E/W Corridor Option best meets the draft Purpose & Need?

Mentimeter



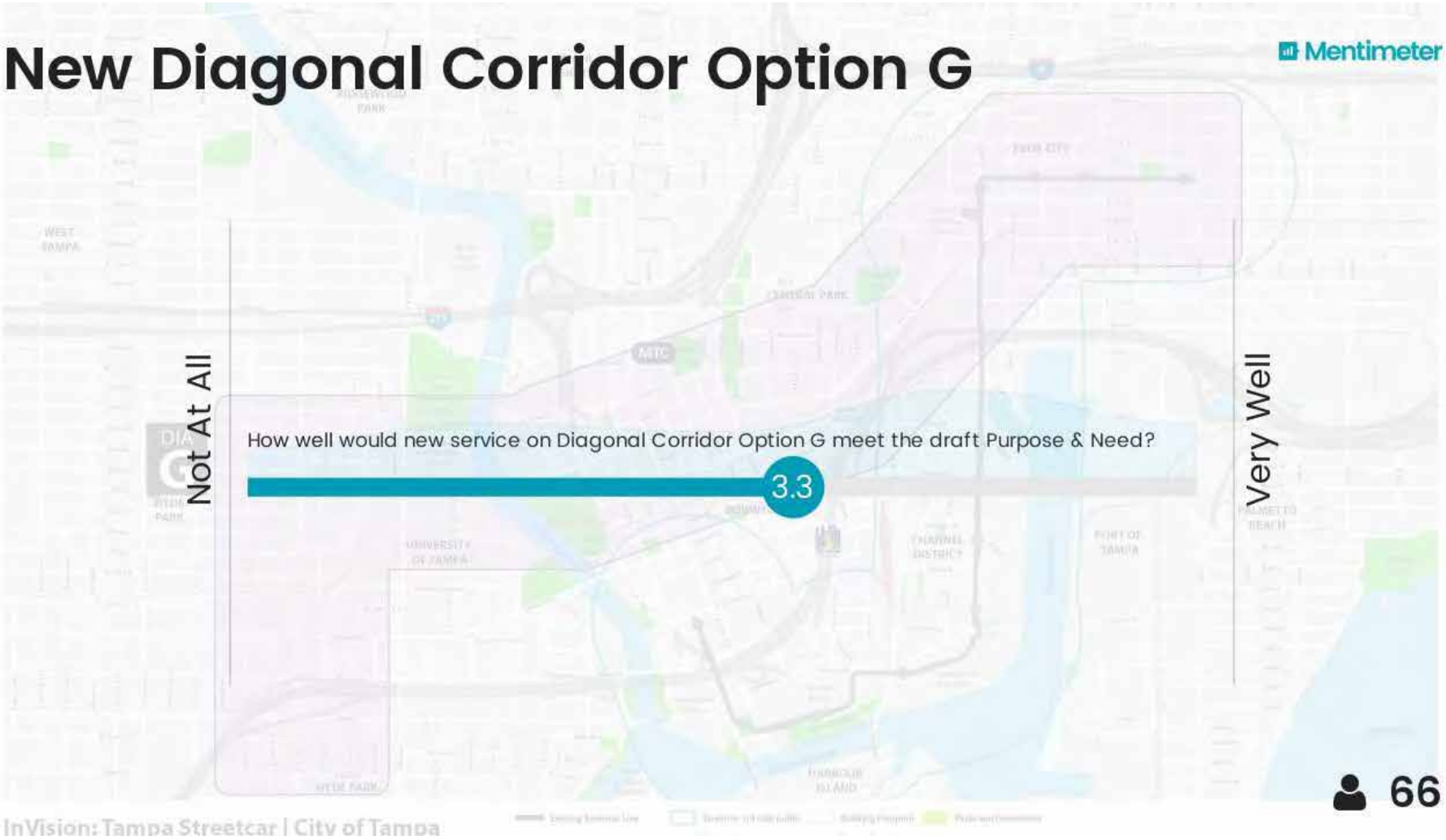
Are there other E/W corridors that should be considered?

Mentimeter

7th Ave to connect back w/ streetcar in Ybor. Loop allows conutinous loop & interesting ride for riders. Could make N/S and E/W 2 lines	Floribraska/MLK/Columbus (Further North)
Airport	HPV VIA UT to Straz then south
Airport	Into Westshore and to the airport.
Airport	Kennedy
Airport	Kennedy
Azeele	Kennedy
Bayshore	Kennedy and Jackson
Bruce Wayne Monorail System	Kennedy ave
Columbus	Kennedy to west shore
Columbus	Kennedy west
Columbus	Main St or Cass St to West Tampa
Columbus ave	Main Street into downtown.
Columbus to River connect to Water Taxi	North south has greater potential for ridership and development opportunities
Columbus to stadium / HCC	Not Kennedy
Columbus/Floribraska/Central Ave	Not that I can gather
Combine B E and F but on west side of river	Palm Avenue
Connect to Palmetto Beach	Pinellas
Connect to Westshore & Airport	Rail along the right if was on I4
CSX LINE	Swann
Cypress	The Csx tracks should take care of east west
Do NOT put transit down the middle of the interstate.	The diagonal option
Floribraska	Westshore
	Yes, to facilitate regional connections. :)

New Diagonal Corridor Option G

Mentimeter



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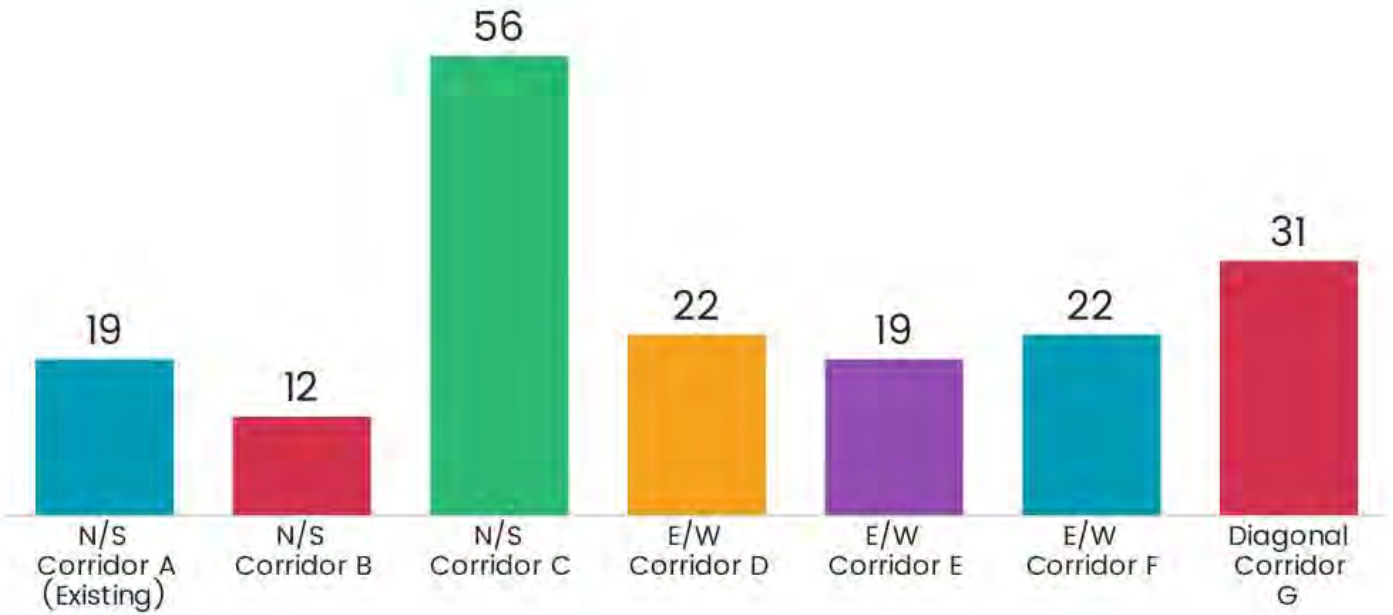
Select the top 3 corridors for improved or new service.

Mentimeter



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Are there any other corridors that should be considered?

Mentimeter

Airport	Cypress to TIA
Airport	Do NOT put transit down the interstate, including regional/commuter (exception: brightline)
Airport	Floribraska/MLK/Columbus (Further North). 21st/22nd Ave.
Airport	Hillsborough River
Airport	Je ne sais pas
Airport	Loop existing through channelside
Airport	Loop that includes downtown
Airport and Westshore	Main Street Westward. Nebraska Ave.
Airport to downtown	Make full loop around city to reconnect what 275 divided
Airport. Westshore.	Nebraska
Airport/Westshore	New baseball stadium
Autonomous vehicle/ no fixed corridor	Not Kennedy
Bring back Sulphur Springs!	Rome
Bring back the green line intowner	Seminole Heights
Columbus	Seminole Heights as a bridge to the Innovation District
Columbus Ave, Cass st for E/W. I think N/S corridor has to be Franklin as North Franklin areas (and Heights) has so much potential.	Soho eventually to Port Tampa
Connect downtown to USF area	Think twice before you destroy the pedestrian mall potential Franklin street mall has and can be. Keep street car on perimeter. walk to core
Connect the existing line to the MTC bus station	Too many choices for center city already
Corridors that contribute to regional connections to facilitate travel into & out of the downtown area.	USF Connection
Crossing river will be a challenge!	USF connection
CSX	West Tampa/Stadium
Cypress & Cass street	Westshore
	Westshore/International/airport
	whatever is the most aesthetic

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Open Dialogue

Steve Schukraft, HDR

City of Tampa Florida

OPEN DIALOGUE

- Be brief – 1 minute or less.
- Be nice.
- Let us know your name and interest in Downtown – live, work, visit, etc.
- Focus on tonight's topics:
  - Purpose and Need
  - Corridor Options
- Use the comment form for additional thoughts.

STAY ENGAGED

- Fill out a Comment Form.
- Attend the Results Roundtable on Tuesday, May 2, 2017 at 5:30 p.m. at the Ybor Room, HCC Ybor Campus
- Check the project website for updates – www.tampagov.net/streetcar
- Follow the City of Tampa on Facebook and Twitter @CityofTampa.
- Email the project team at streetcar@tampagov.net.
- Contact the City Project Manager Milton Martinez, P.E. at (813) 274-8998.

InVision:
TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

THANK YOU!

City of Tampa Florida

Attachment D – Results Roundtable

INVISION: TAMPA STREETCAR
Results Roundtable: Alignment Options
Ybor Room, HCC Ybor Campus
Tuesday May 2, 2017

The final of three public meetings for the Invision: Tampa Streetcar project took place on Tuesday, May 2, 2017 at the Ybor Room, HCC Ybor Campus. Approximately 80 participants attended. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department gave introductory remarks.

Community participants: 1.) heard an overview of the streetcar study, timeline, and recap of comments from meeting one by Steve Schukraft, HDR. 2.) heard an overview on the alternate options screening process by Steve Schukraft, HDR and Clarence Eng, Kimley-Horn. 4.) were introduced to Alignment Options and rating factors by Steve Schukraft, HDR. 5.) asked to give live feedback to a number of questions through the phone app Mentimeter.

Comments and questions the community raised are summarized below:

1. Lorrin Shepard (Straz Center) – Can Ashley Drive be considered for the N-S alignment. It has plenty of width and capacity?
2. Ron Weaver (Stearns Weaver Miller) – can alignments provide an interface with other modes such as ferry service or Hyperloop connection to USF?
3. Unknown – can alignment segments be phased?
4. Kimberly Overman (The Financial Wll, Inc.) – will the detailed slides be available on-line since handouts did not include the comments shown on the alignment slides
5. Michael English (THS, Inc.) – a loop route should follow through Encore and Nuccio Parkway. For Option G, it may be preferable to use Florida Ave instead of Franklin St to reduce costs of impacts and Esplanade constraint.
6. Kimberly Overman (The Financial Wll, Inc.) – working on rubber wheel trolley to connect with streetcar. Pushing for FDOT to advance it corridor study for Florida Ave in its WP. Success should be measured by how much the project opens to development.
7. Taryn Sabia (Tampa Heights) – how is economic potential being weighed? With alignment G, the economic development potential along 7th Ave is enormous.
    a. ***Response: looking at 2040 pop/emp data from TBRPM and 1/8-mile from alignment.***
8. Chris Vila (Historic Ybor/Sunshine Citizens) – Would also like to connect to Encore. Alignment F still crosses CSX.
9. Unknown – was West River connection to high school considered?
10. Taryn Sabia - if you are looking at 1/8-mile alignment does become specific. On those particular E-W streets, it is a big deal.
11. Kevin – are we going to update the TAZ model?
    a. ***Response: will report planned and under construction developments.***
12. Unknown – are we looking at realignment of existing tracks?
    a. ***Response: not in great detail at this time.***
13. Unknown – from planning perspective average walk in a mile is 20-minutes. What is the expected length that we anticipate riders to walk?
    a. ***Response: looking at 1/4 –mile and 10-minute walk.***
14. Kimberly Overman – there is a lot more opportunity for development in the areas connected by a loop.
    a. ***Response: Must demonstrate potential ridership on opening day (2020) balanced with potential for future economic development.***

15. Unknown – can we look at Floribraska Ave as potential E-W loop?
16. Unknown – how are we factoring economic development? And how are we looking at future expansion?
    a. ***Response: looking at City's transit supported land use initiatives. The areas further north to Columbus Dr. are not in the books.***
17. Ron Weaver – have we considered an overlay disctrict and considered the contributions from airport and Pinellas County?
18. Kimberly Overman – commending the team for the level of public engagement. She has not seen this level of outreach from the Regional Transit Study.
19. Michael English – why is connection to Marion Transit Center not being emphasized?
    a. ***Response: MTC connection is not precluded. Study will need to follow NEPA process and not predetermine locations.***
20. Chris Vila – are the potential alignment corridors under control of FDOT? Would like Alignment G to loop back to Marion Transit Center before heading north
    a. ***Response: roadway ownership or maintenance agency is not a factor in the screening process.***
21. Unknown – what are the historical preservation considerations? Ybor no longer has a cigar factory. When TBX comes through what will you do to tear up the project and reconstruct. Will taxes be raised to pay for project?
22. Chris Vila – how do we make recommendations for mailing and outreach to underrepresented communities? Wide range of demographics and neighborhoods to be served. Can use "Next Door" for outreach. Use brick and mortar locations for outreach and not just social media and web-based outreach.

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

The City of Tampa is conducting a public transportation feasibility study for the extension and modernization of the current streetcar system. The goal of this planning process, which is called **InVision: Tampa Streetcar**, is to take the first step towards creating another viable transportation choice for downtown.

Results Roundtable

Tuesday, May 2, 2017
5:30pm

HCC Ybor Campus - Ybor Room
2001 N. 14th St. (Republica de Cuba) in Ybor City

Can't make it? We still want to hear from you.
*Visit **tampagov.net/Streetcar** to share your thoughts.*

Please share this invitation with anyone you believe would be interested in attending this meeting.

We look forward to seeing you there.

City of Tampa Facebook Event

INSIGHTS SINCE 04/11/2017

6.7K Reached
+0 this week

983 Viewed
+0 this week

177 Responded
+0 this week

Edit ···

MAY
2

InVision: Tampa Streetcar Results Roundtable

Public · Hosted by City of Tampa Government

★ Interested | ✓ Going | Hootlet | ···

Tuesday, May 2 at 5:30 PM - 8:30 PM
about 1 month ago

2001 N 15th St, Tampa — Show Map

About | Discussion

Write Post | Add Photo/Video | Create Poll

Write something...

33 Went · 134 Interested
Share this event with your followers

EVENT TIPS — Next Tip

Help People Find Your Page's Events

Reorder the tabs on City of Tampa Government's Timeline so Events is one of the first tabs.

Manage Tabs

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NEWS RELEASE
For Immediate Release

For additional information, please contact:
Ashley Bauman, Public Affairs Director
(813) 274-8262
Ashley.Bauman@tampagov.net

City of Tampa to hold "Results Roundtable,"
the final "InVision: Tampa Streetcar" public meeting, on May 2

Tampa, Fla. (May 2, 2017) – The City of Tampa will hold the third and final public meeting to discuss "InVision: Tampa Streetcar," phase one of a two-phase public transportation feasibility study for the extension and modernization of the current streetcar system, on Tuesday, May 2 at 5:30 p.m. at the Hillsborough Community College campus in Ybor City.

The May 2 meeting is called a Results Roundtable, focusing on several alignment alternatives that have been identified as the best options for an expanded streetcar system. These alternatives were determined after extensive evaluation and public input. The public input included comments received from close to 200 people who attended two previous public meetings, along with over 800 surveys completed by the public.

"Public input is playing an integral part in this project, and I am pleased with the large amount of feedback the planning team has received from the public to date," said **Tampa Mayor Bob Buckhorn**. "It is critical that the public continues to stay involved by attending the Results Roundtable and providing feedback on the alignment alternatives that have been identified."

During this project, the planning team has looked at a wide range of potential corridors and technologies, including the possible use of autonomous transit vehicles, and will recommend feasible alternatives and funding strategies. The first phase of InVision: Tampa Streetcar is expected to be complete this summer. If the results of the feasibility analysis are positive, the second phase will be initiated to select a preferred alternative and refine plans and strategies.

Free Parking: Free parking for the meeting is available in the North Fernando Noriega Jr. garage. Use the student entrance on 9th Avenue.

The public outreach meeting schedule for Phase 1 of InVision: Tampa Streetcar:

- **March 7 – Community Brainstorm #1 (Focus on Purpose and Need) Completed**
- **April 4 – Community Brainstorm #2 (Focus on Technology and Alignment Alternatives) Completed**
- **May 2 – Results Roundtable from 5:30-7:30 p.m. at the HCC Ybor campus, Ybor Room, at 2001 N 14th St. (Republica de Cuba) in Ybor City.**

###

COMMENT FORM

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: YOUR SURVEYS FOR THESE EVENTS ARE SOMEWHAT BIASED — SERVING THE ~~DISTRICT~~ DISTRICT

IF YOU TOOK THIS TO THE OUTSIDE DISTRICTS NORTH + WEST OF RIVER YOU WOULD GET A MUCH DIFFERENT PREFERENCE - A + B ARE NOT THE BEST

SERVE THE PUBLIC WHO NEED AN ALTERNATIVE RIDE OPTIONS — MAJOR RESIDENTIAL DEVELOPMENT IS HAPPENING IN NORTH + WEST OF DOWNTOWN / ECONOMIC DEVELOPMENT IS BEST SERVED THERE

ALSO - PLEASE ENLARGE YOUR TEXT AT BOTTOM OF COLUMNS WHEN YOU ARE PRESENTING RESULTS CANNOT READ!!

Date: _____

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

COMMENT FORM

InVision: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: LETS GET THIS STARTED. STOP WAITING FOR PERMISSION. OUR CITY HAS A LETHARGIC ECONOMY. THE FIRST LINK SHOULD GO TO BLIGHTED AREA AND REDEVELOPMENT WILL HAPPEN. DONT BE AFRAID OF PROSPERITY. I PERSONALLY HAVE SEEN GOOD RESULTS IN WASHINGTON DC WITH METRO.

Date: 3 MAY 17

Name: BENJAMIN BUCKLEY

Street Address: 902 N. ROME AVE

City, State, Zip: TAMPA 33606

Phone: 813-992-4735

Email: LIGNUMX@AOL.COM

Please leave in the comment box or return by mail to:

ATTN:
Milton Martinez, P.E.
City of Tampa Transportation and Stormwater Services Department
306 E. Jackson Street, 4E
Tampa, FL 33602

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Keith Gremmenger	Keith.Gremmeger@Kimley-Horn.com	33606	yes	yes	
Jim Fetzer	jfetzer@gohart.org	33852	yes	yes	yes
Tessa Fritz	Vertical.Nexus@gmail.com	33602	yes		
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InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Results Roundtable

Alignment Options

Ybor Room, HCC Ybor Campus

Tuesday May 2, 2017

City of Tampa Florida

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Welcome

Jean Duncan, P.E., Director

City of Tampa Transportation and Stormwater Services Department

City of Tampa Florida

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

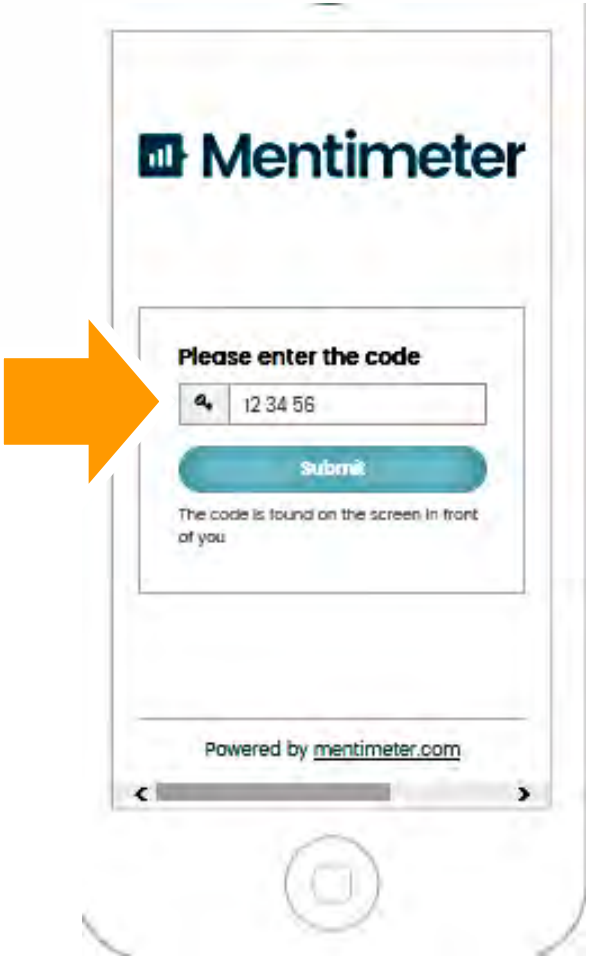
Getting Started

City of Tampa Florida

Get Ready…

- Instructions on your table.
- Grab your smartphone or tablet.
- Open your browser.
- Access www.menti.com.
- Enter meeting code

65 45 59



What You'll See…

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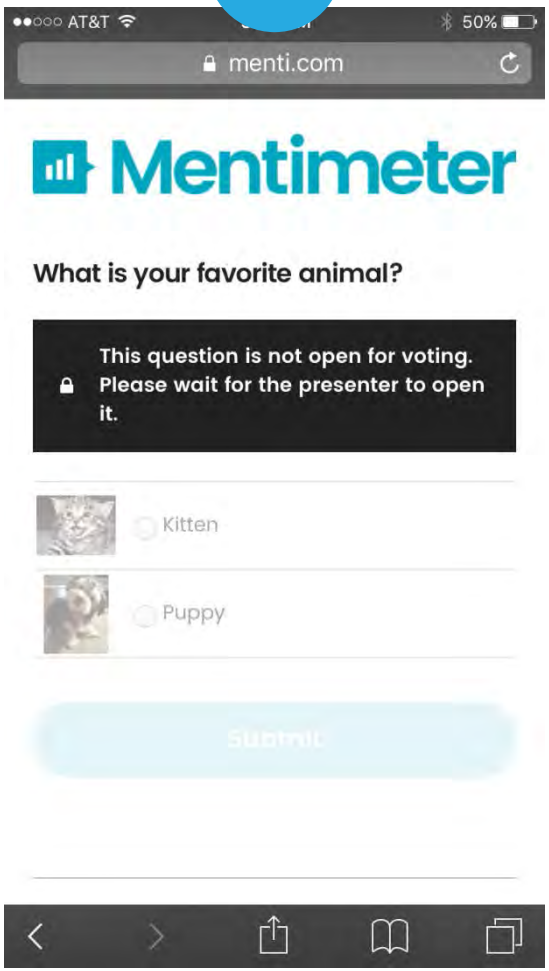

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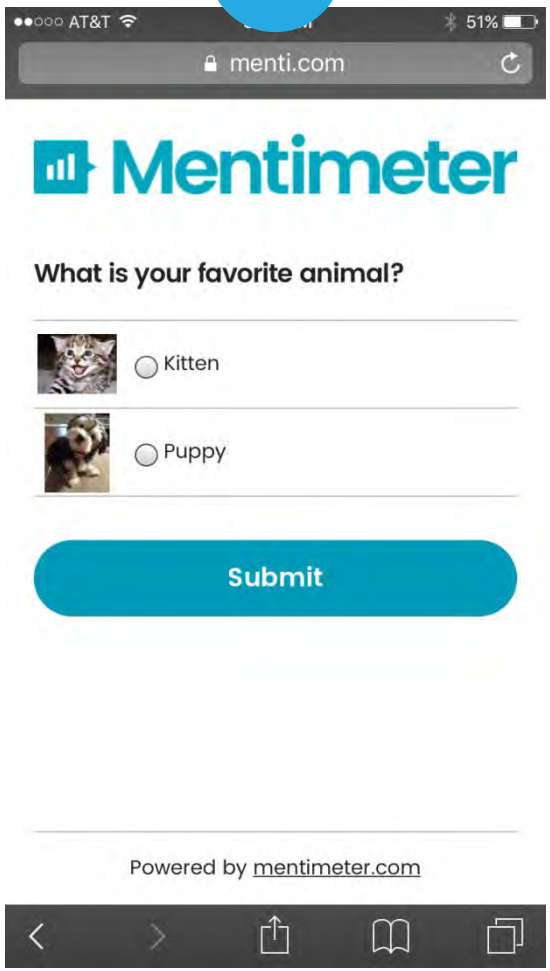

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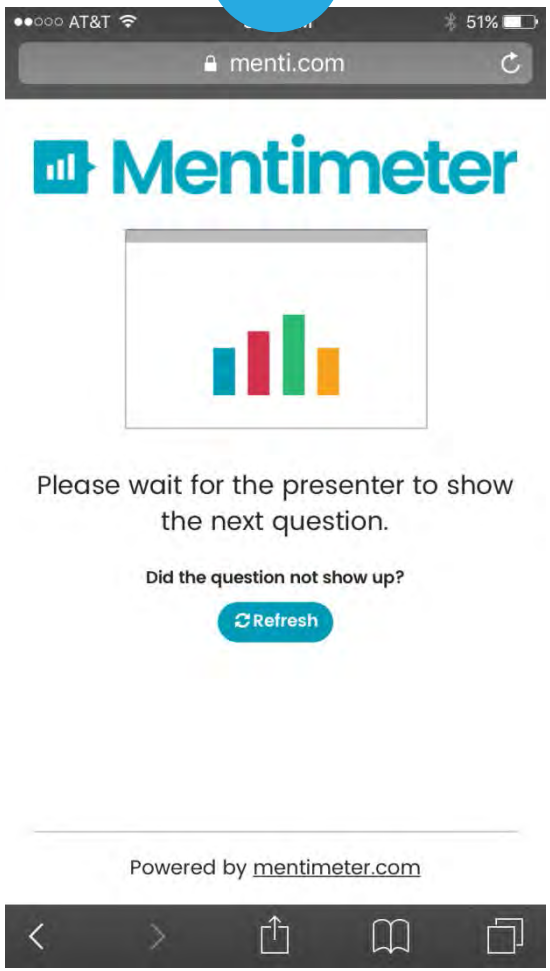

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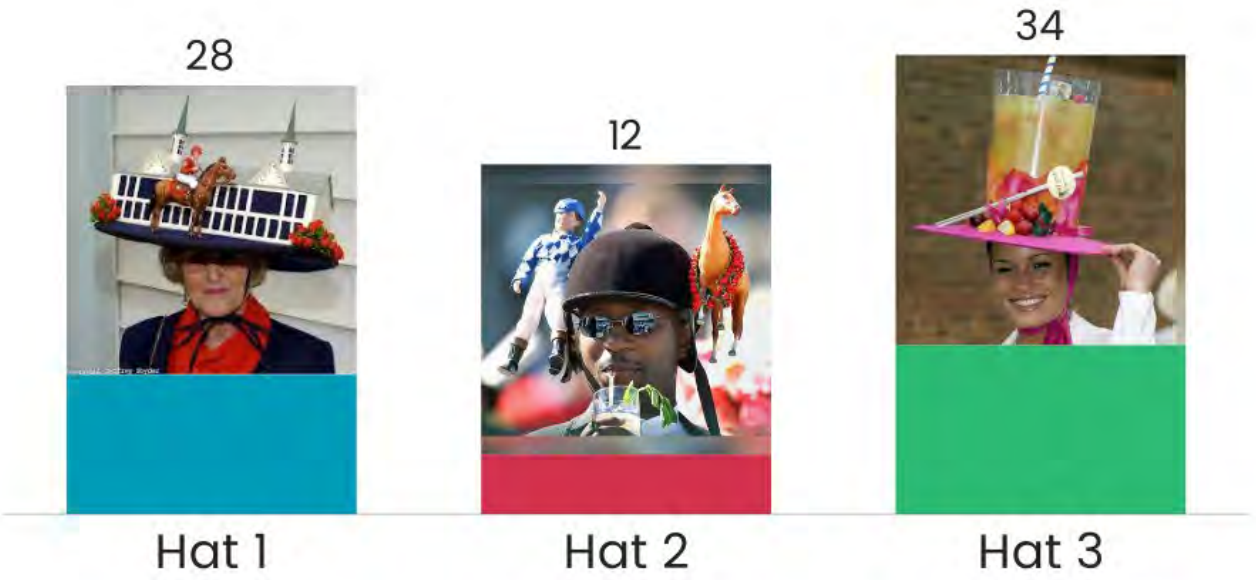
Test Question

Pick your favorite Kentucky Derby hat.

Mentimeter



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PHASE 1 BRAINSTORMING SESSIONS

1

First Brainstorm Session

Tuesday, March 7, 2017 at 5:30 p.m.
Tampa Bay History Center

2

Second Brainstorm Session

Tuesday, April 4, 2017 at 5:30 p.m.
Tampa Bay History Center

3

Results Roundtable

Tuesday, May 2, 2017 at 5:30 p.m.
Ybor Room, HCC Ybor Campus

PHASE 1 BRAINSTORMING SESSIONS

3

Results Roundtable

Tuesday, May 2, 2017 at 5:30 p.m.
Ybor Room, HCC Ybor Campus

TONIGHT'S AGENDA

- Project Basics
- Screening Process
- Alignment Options
- Options and Ratings
- Feedback & Discussion

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Project Basics

City of Tampa Florida

STUDY PURPOSE

- Find solutions that support the vision for a **livable, connected, and competitive Downtown**.
- Define alternatives for modernization and extension.
- Assess innovative technologies, costs, benefits, and community impacts.
- Coordinate with the Regional Premium Transit Study.

STUDY MANAGEMENT

A Joint Project Agreement between the City of Tampa and FDOT

FDOT (Study Sponsor)

City of Tampa (Owner)

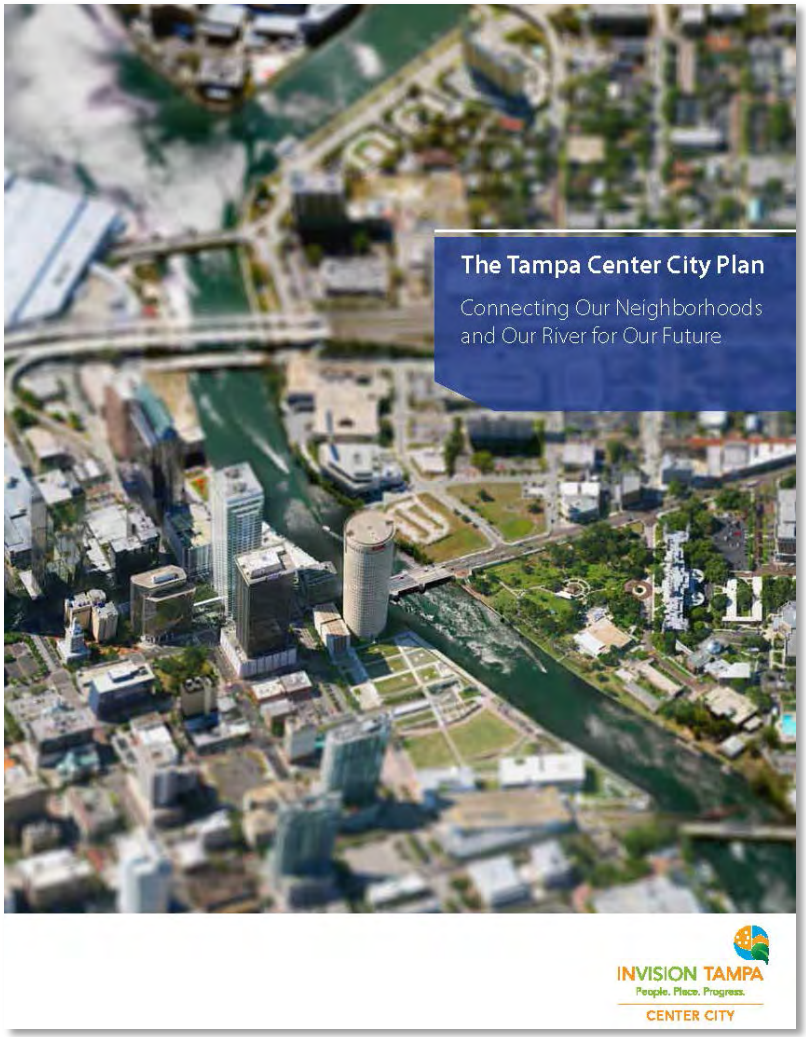
HART (Operator)

HDR (Lead Consultant)

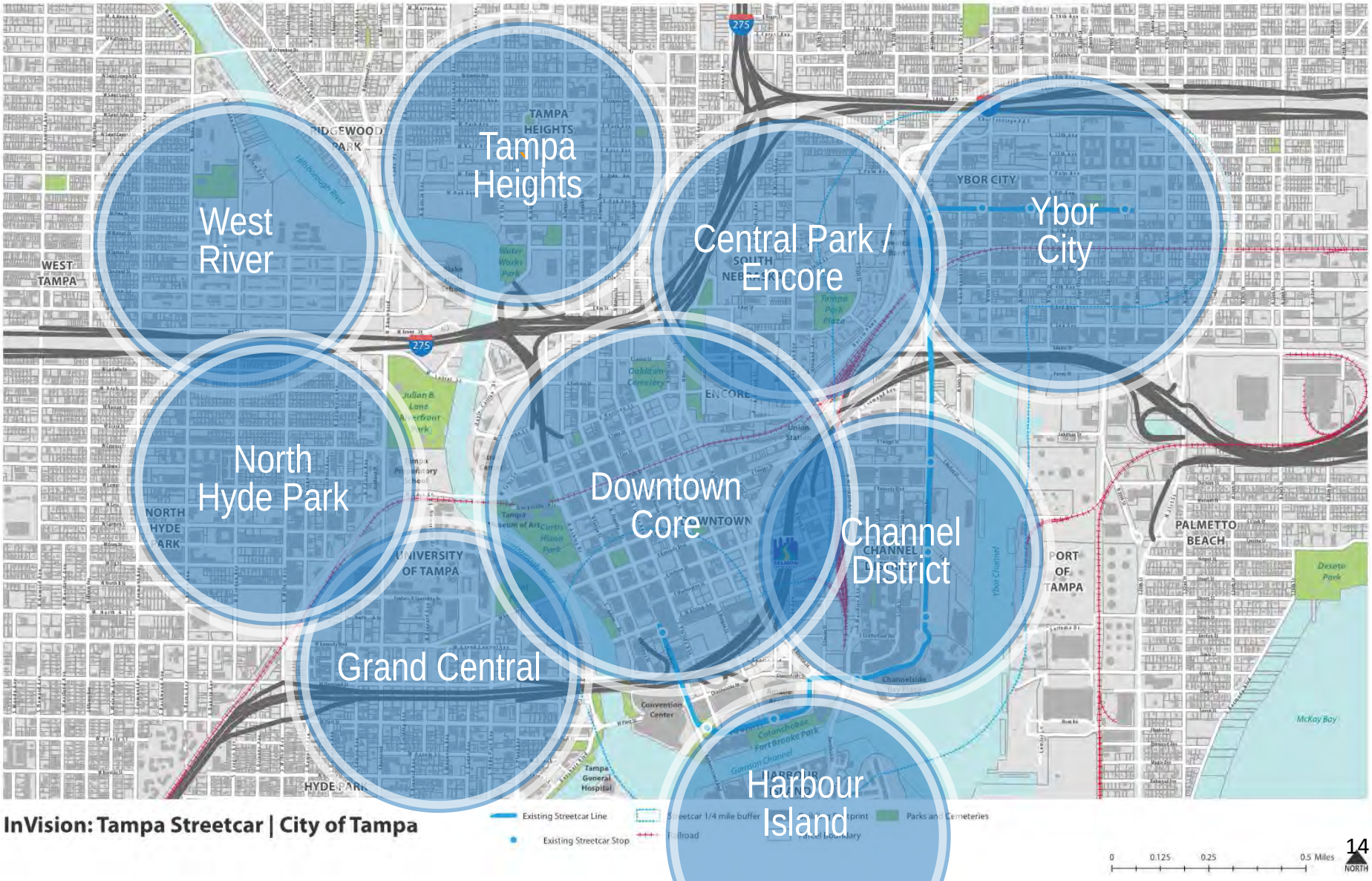
with Kimley-Horn & Associates, Inc., B2 Communications, Boothe Transit Consulting and others.

PLANNING FRAMEWORK

- InVision Tampa's Center City Plan recognized the need to extend and expand streetcar operations.
- Uses a broad definition of Downtown--the core and Ybor City plus adjacent urban neighborhoods and districts.

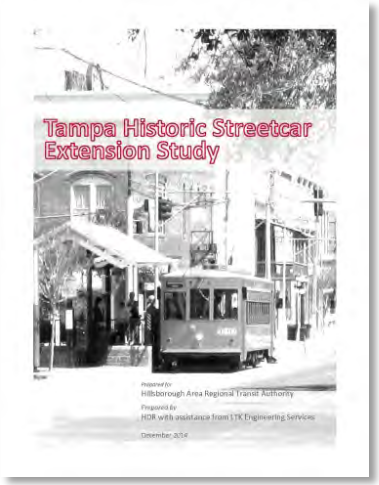

The Tampa Center City Plan
Connecting Our Neighborhoods and Our River for Our Future
INVISION TAMPA
People. Place. Progress.
CENTER CITY

STUDY SCOPE

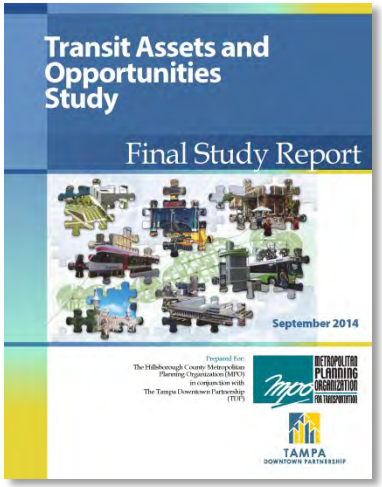


InVision: Tampa Streetcar | City of Tampa

PLANNING FRAMEWORK



- **Tampa Historic Streetcar Extension Study**
  - Hillsborough Area Regional Transit Authority
  - December 2014



- **Transit Assets & Opportunities Study**
  - Hillsborough County MPO & The Tampa Downtown Partnership
  - September 2014

PROJECT TIMELINE

PHASE 1
FEASIBILITY
Spring - Summer 2017

PHASE 2
PROJECT DEVELOPMENT
Summer 2017 - Summer 2018

KEY TASKS

- Purpose & Need
- Alignment Concepts & Options
- Impact Evaluation
- Funding & Implementation
- FTA Strategy

KEY TASKS

- Preferred Alternative
- Preliminary Design & Engineering
- Impact Assessment
- Funding & Implementation
- FTA Request for Funding

Stakeholder engagement and communications through both phases with workshops, briefings, web site, social media, etc.

PROJECT COORDINATION

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

&

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION

Coordination with the Regional Transit Feasibility Plan

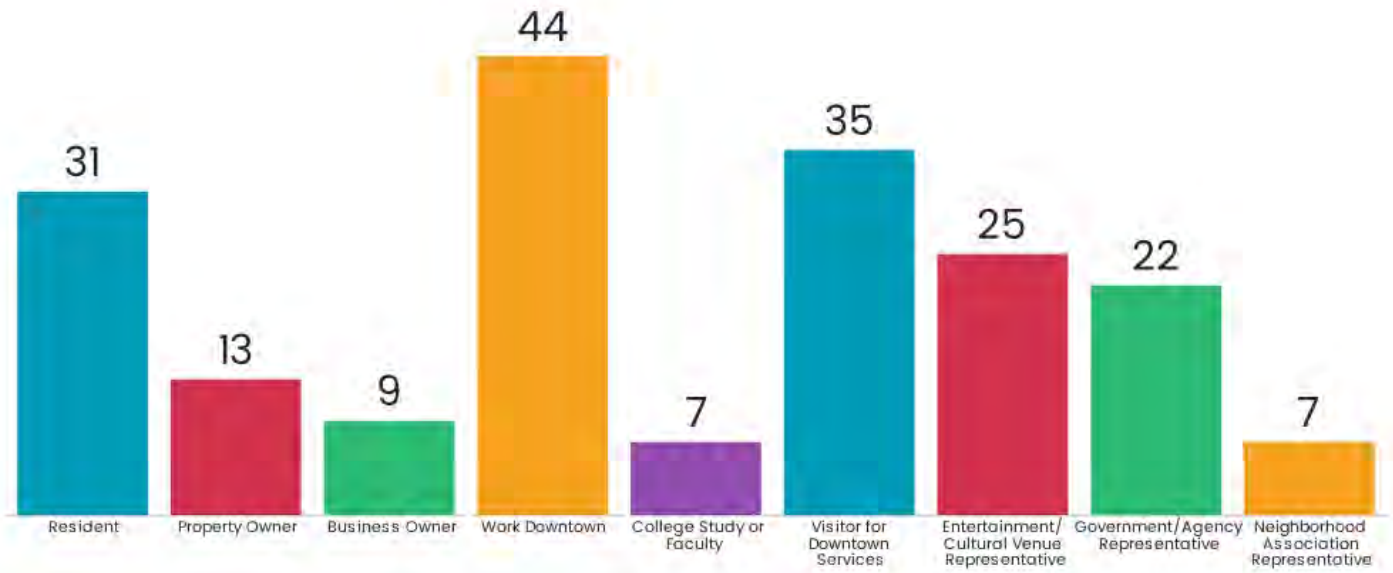
- Formal coordination underway.
- 5 regional corridors identified for further evaluation.
- 4 of 5 connect Downtown to regional destinations, including Westshore, USF, Brandon, Pasco County, and Pinellas County.

?

Who's with us tonight?

What is your interest in the downtown area? (pick your top 3)

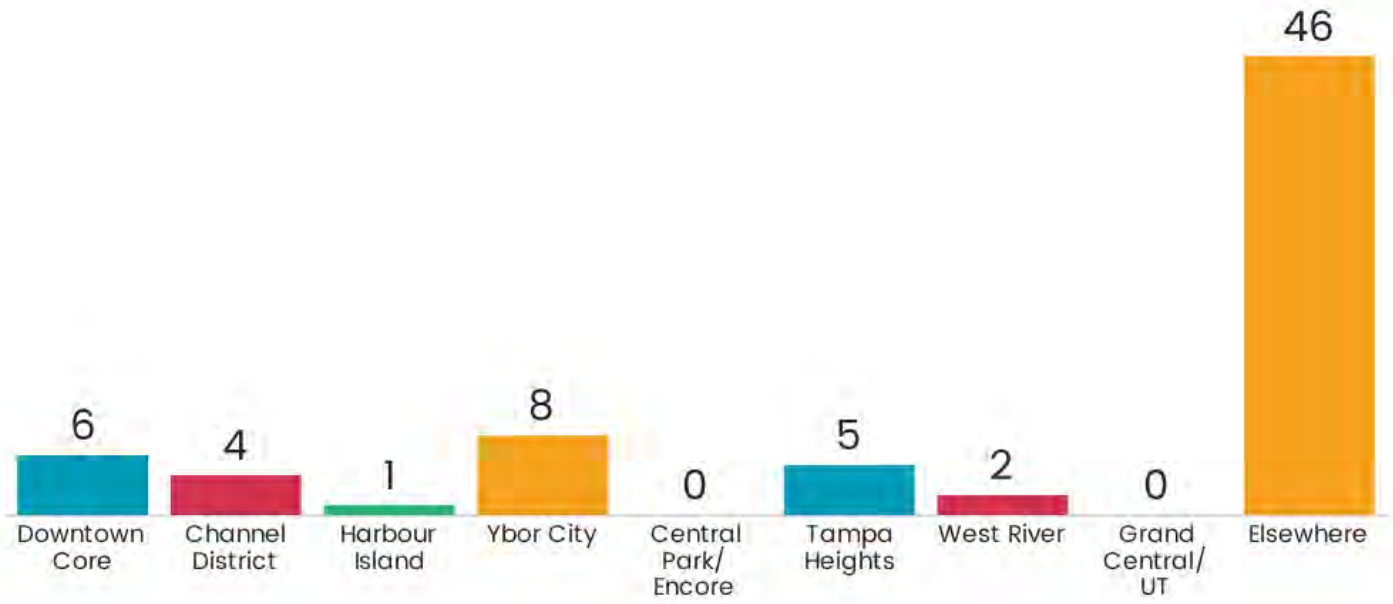
Mentimeter



72

Which neighborhood do you live in?

Mentimeter



72

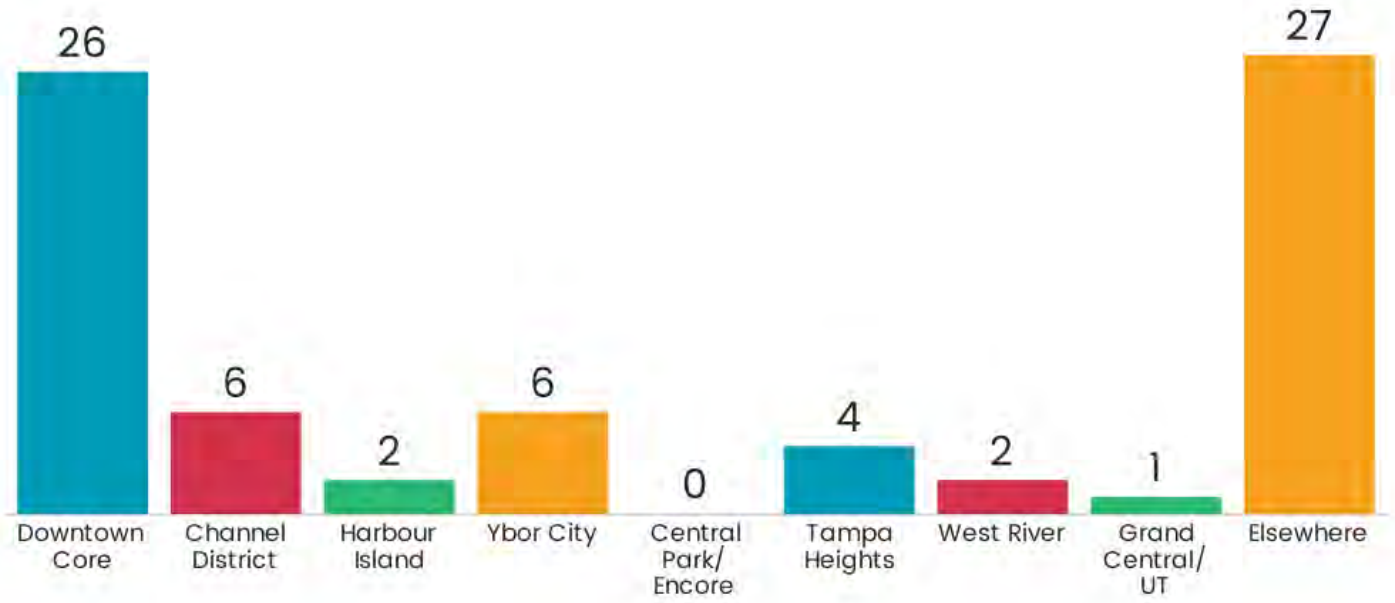
Where do you live? (enter your zip code)

Mentimeter

75

Which neighborhood do you work in?

Mentimeter



74

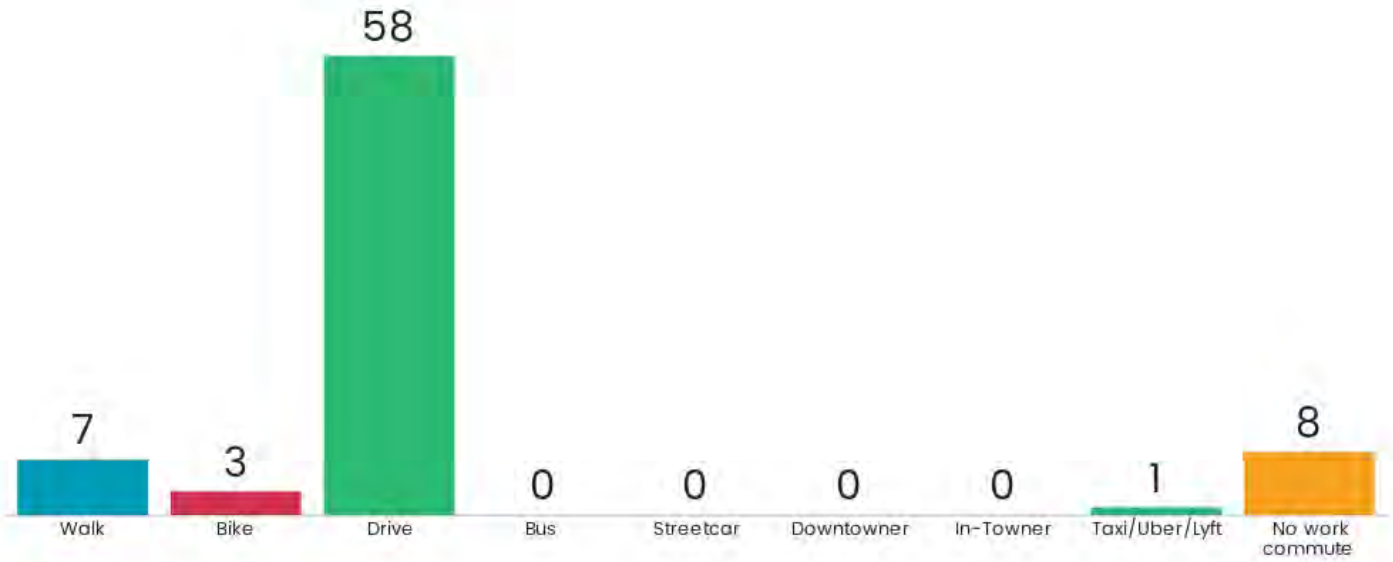
Where do you work? (enter your zip code)

Mentimeter

75

What is your primary way to get between work and home?

Mentimeter



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TRANSFORMING TAMPA'S TRANSIT

Phase 1 Screening Process

City of Tampa Florida

Comparing Alignment Options

- **Purpose & Need Ratings**
  - Connect Center City Subdistricts
  - Serve Diverse Travel Markets
  - Improve First/Mile Last Mile Connections
  - Support Economic Development
  - Expand Sustainable Transportation Options
- **Performance & Impacts Ratings**
  - Capital & Operating Costs
  - Constructability

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TRANSFORMING TAMPA'S TRANSIT

City of Tampa Florida

Comparing Alignment Options

- General ratings based on initial research and analysis
- Further analysis underway to be posted online when complete.
- More detailed impact and performance evaluations in Phase 2
  - Environmental, Cultural, and Community Impacts
  - Ridership Forecasts
  - Cost and Constructability
  - Air, Noise, and Vibration Impacts

INVISION: TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

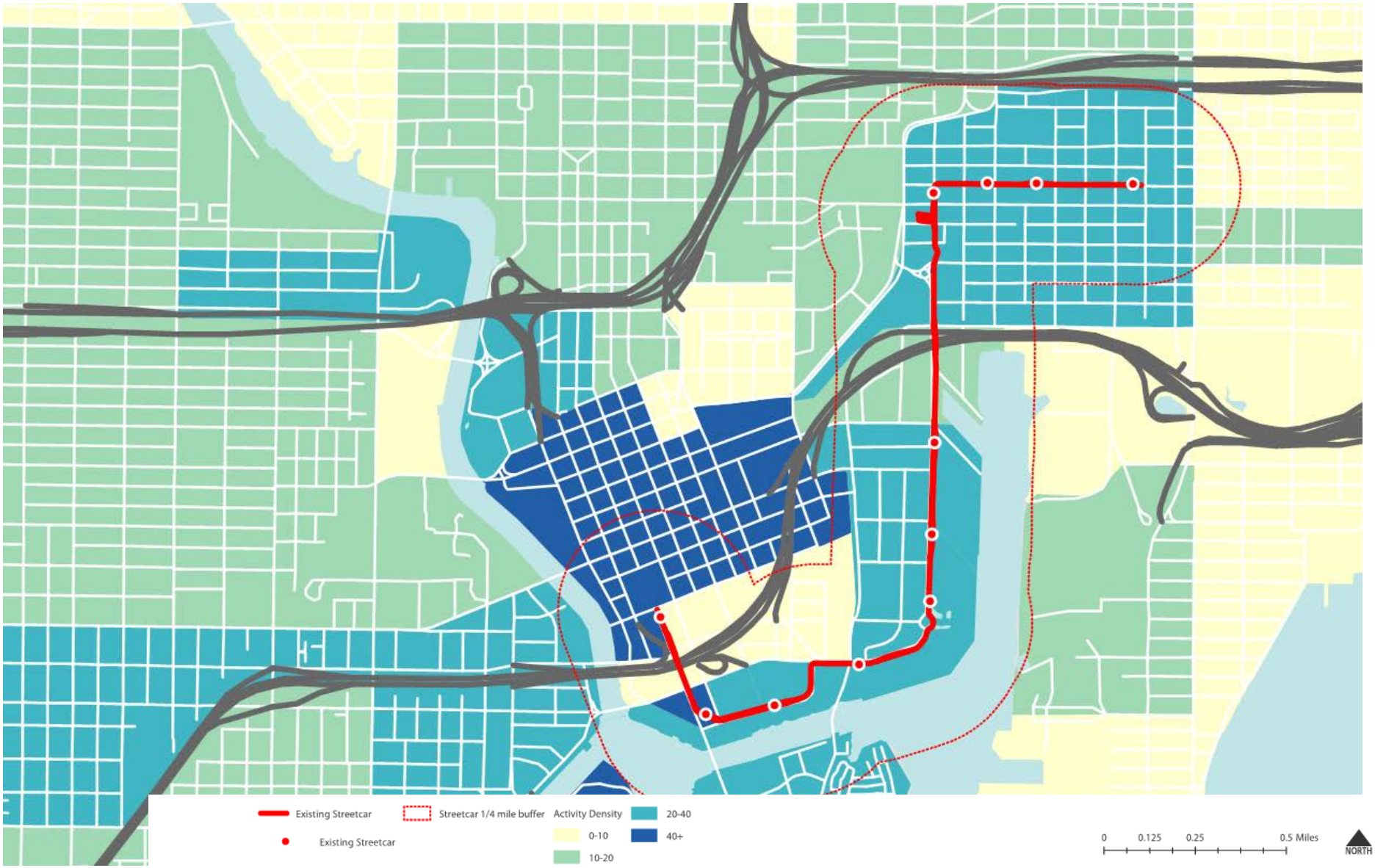
city of tampa Florida

Rating Factors

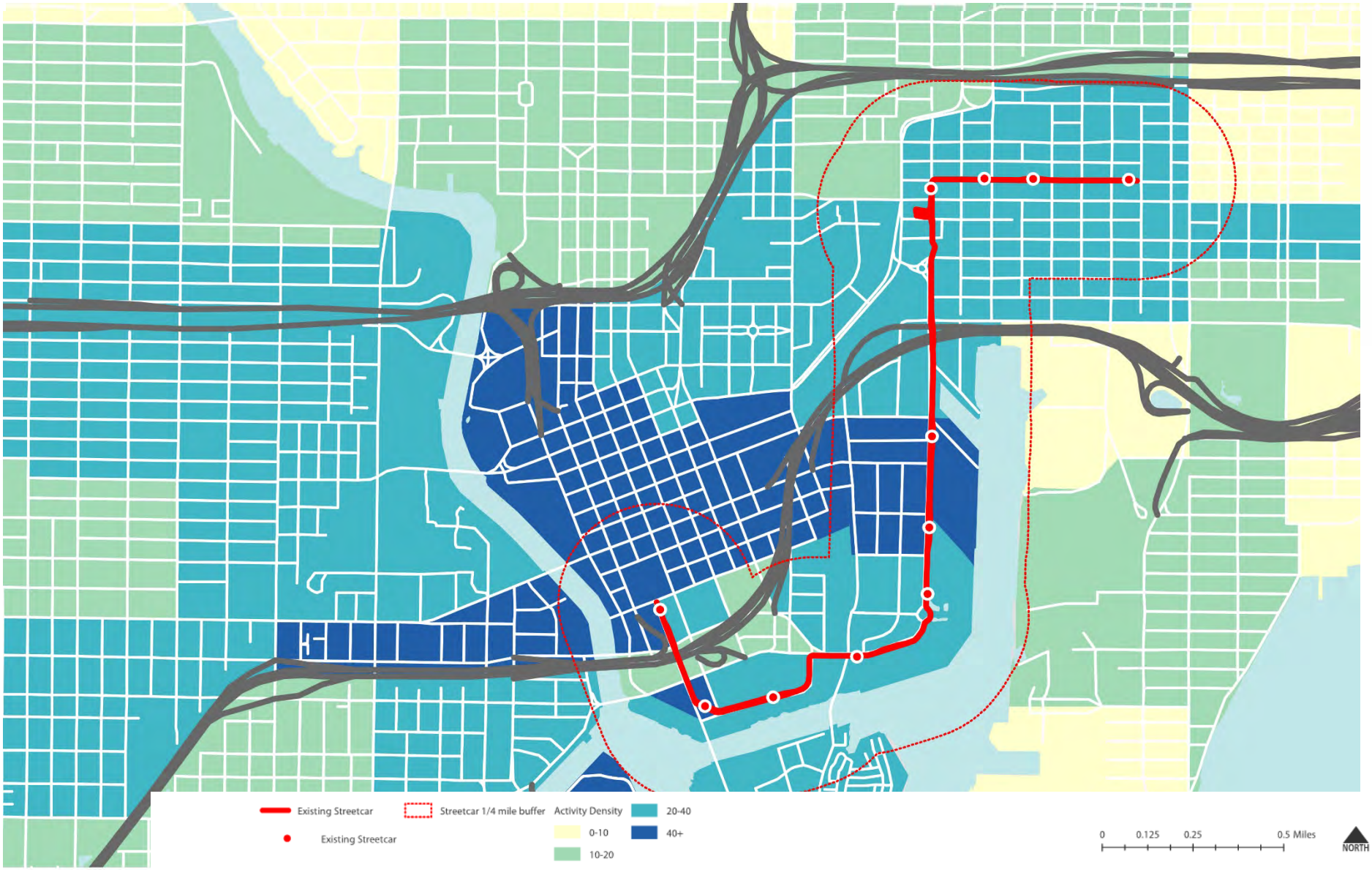
PURPOSE & NEED	
Connect Downtown Subdistricts	Connects the Downtown core and recently constructed development.
Serve Diverse Travel Markets	Population and employment in 2020 within 1/8 mile of alignment and service to transit dependent populations and educational and entertainment destinations.
Improve First Mile/Last Mile Connections	Access to existing and planned regional transit hubs and parking facilities.
Support Economic Development	Population and employment in 2040 within 1/8 mile of alignment Service to emerging subdistricts and planned developments.
Expand Sustainable Transportation Options	Provide an alternative to vehicle travel between Center City destinations and complement other mobility options. Impacts to intersection operations, traffic, and on-street parking.
PERFORMANCE/IMPACTS	
Capital & Operating Costs	Costs based on potential track miles, number of possible stations, number of vehicles, and cost factors like river crossings.
Constructability	Presence of 90 degree turns, highway crossings, railroad crossing, bridge crossings, and signalized intersections.

RATING RANGE: FAVORABLE ⟷ UNFAVORABLE

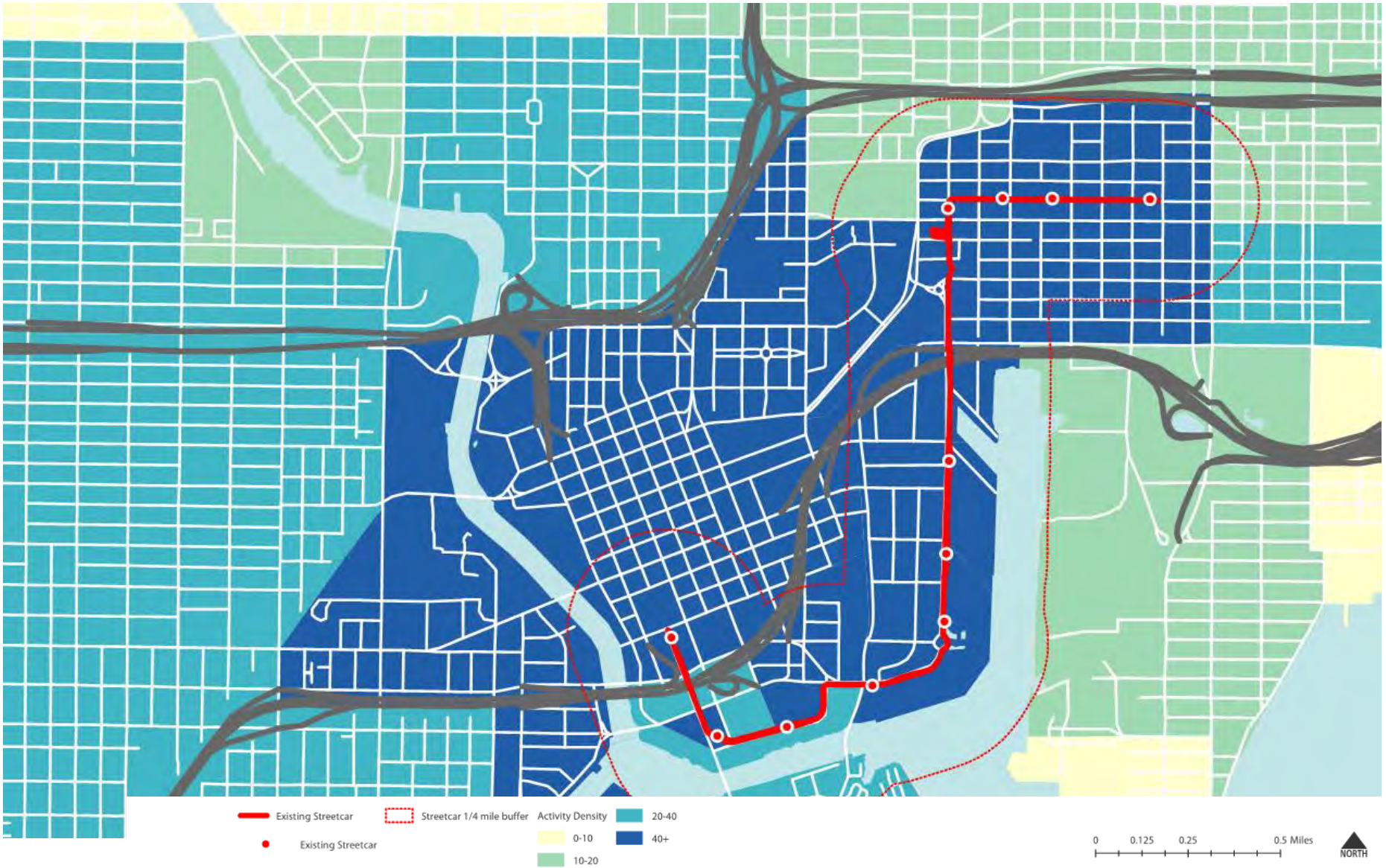
Population & Employment - 2010



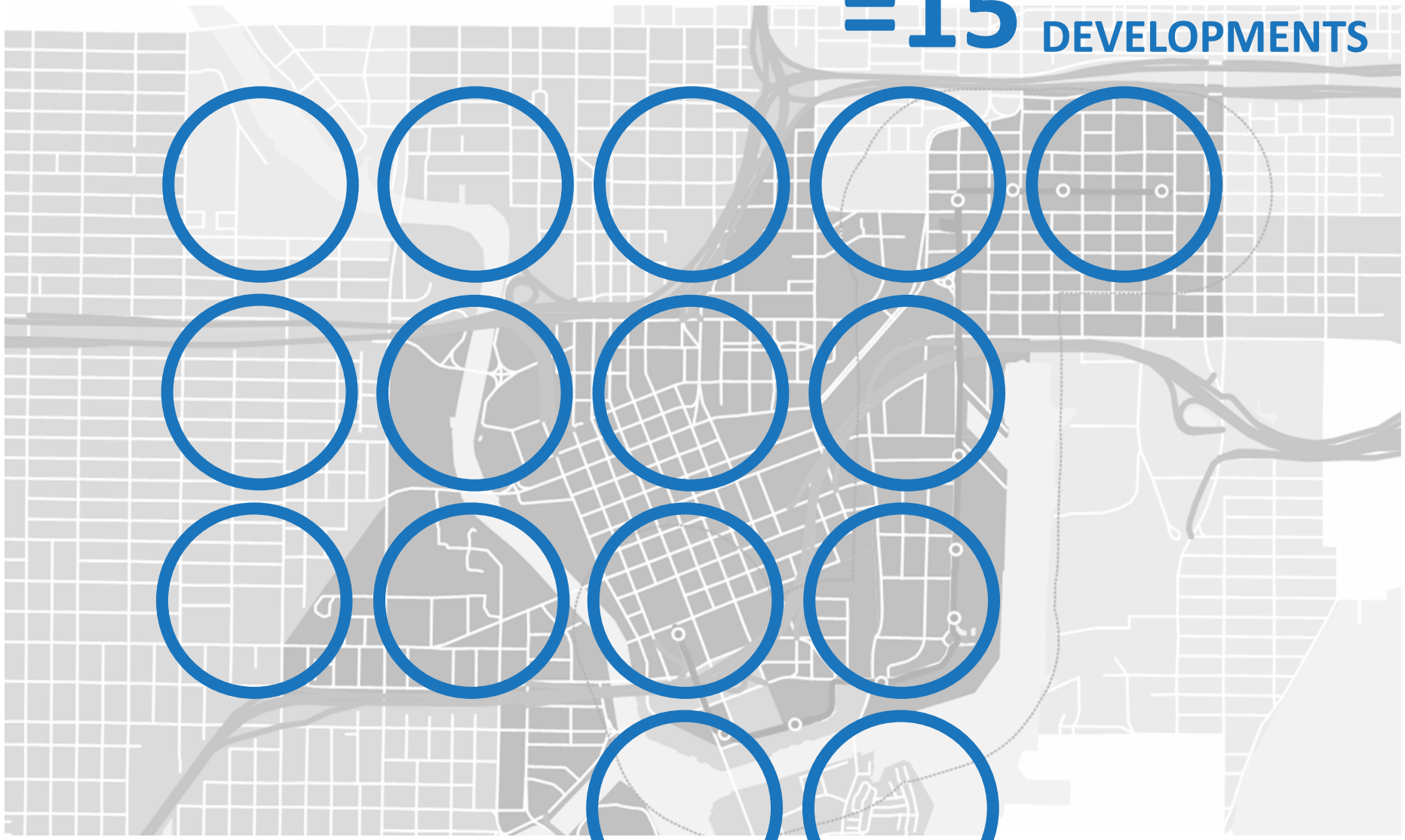
Population & Employment - 2020



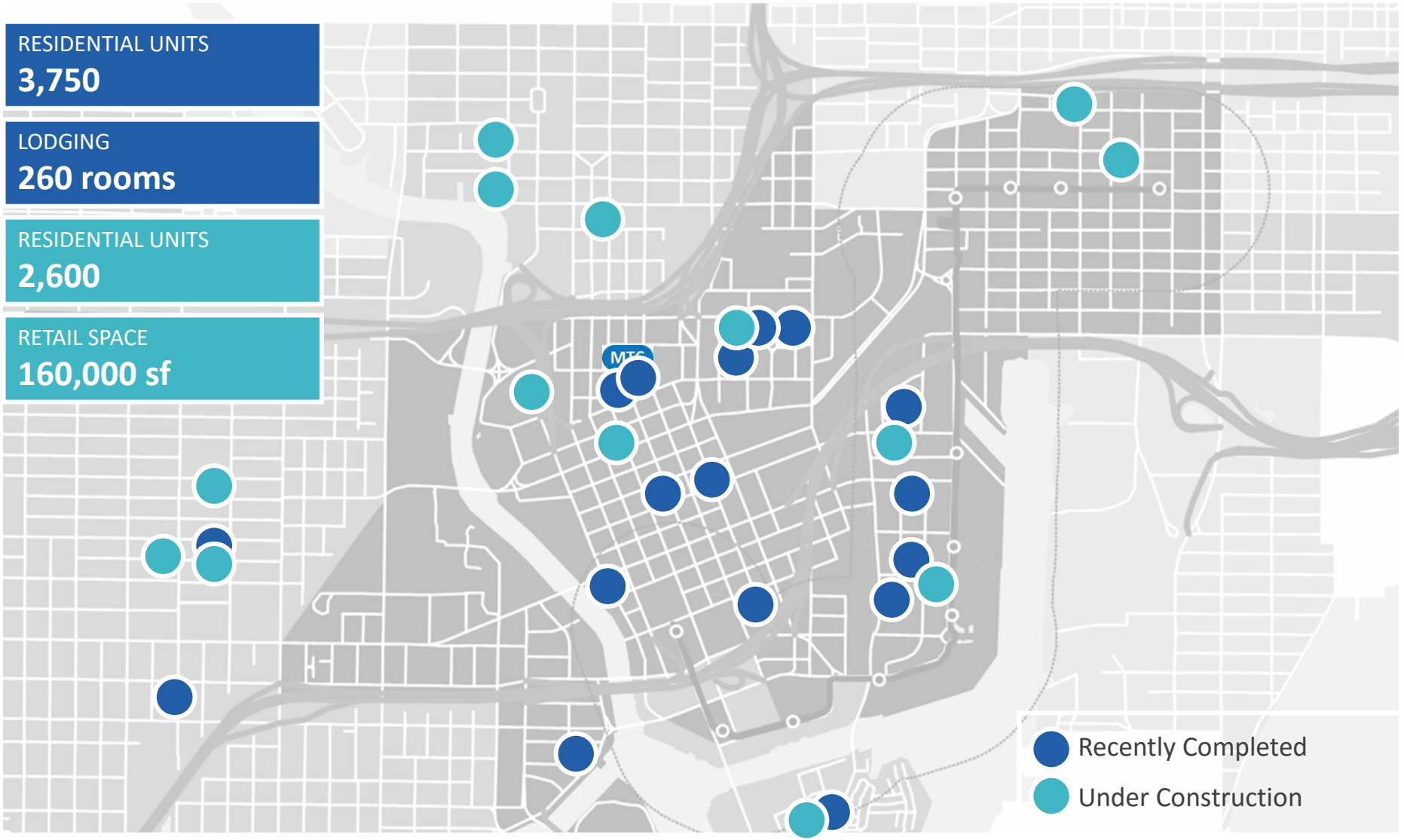
Population & Employment - 2040



Transit-Supportive Places



Recently Completed & Under Construction (2011 – Present)

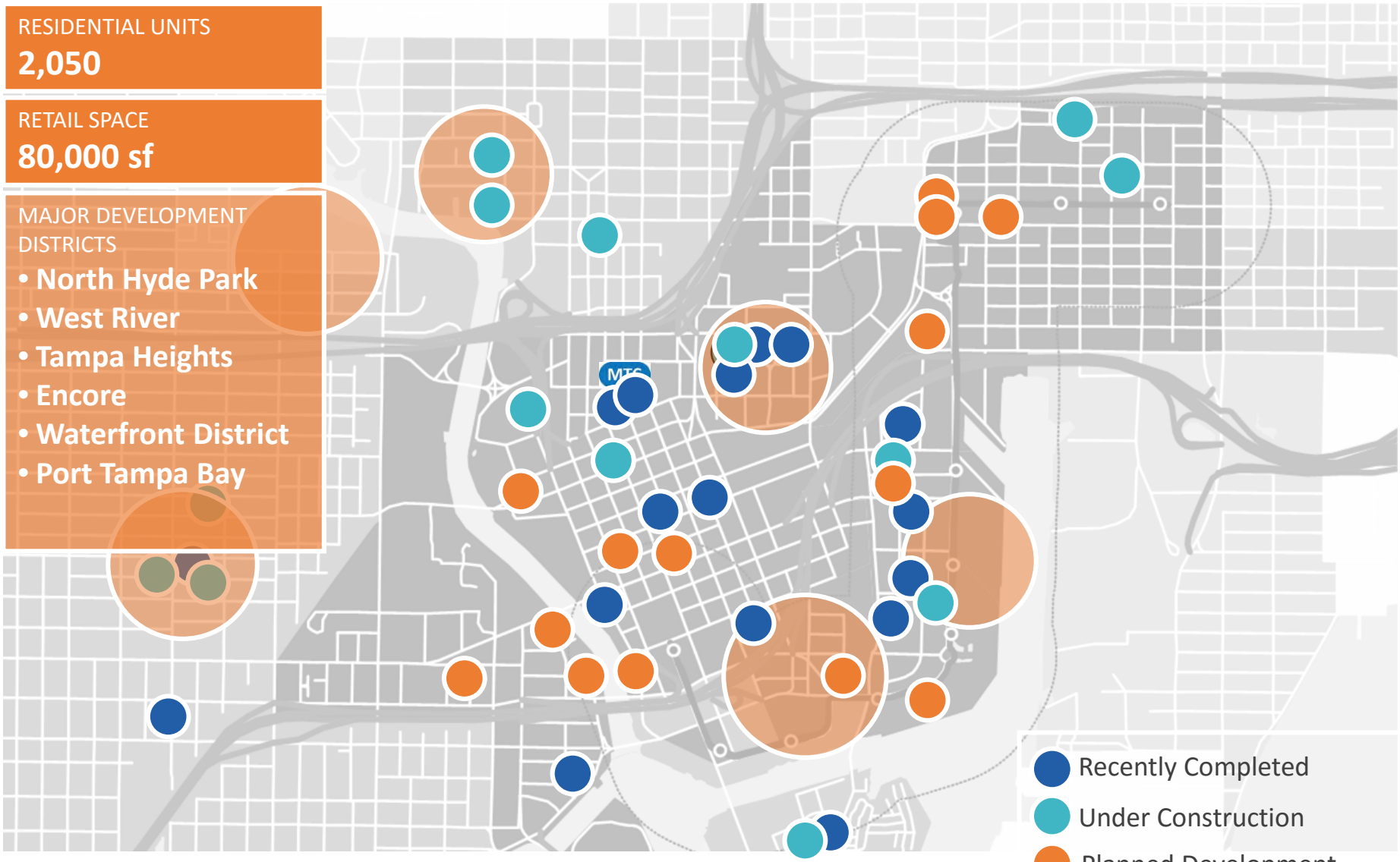


Planned Development

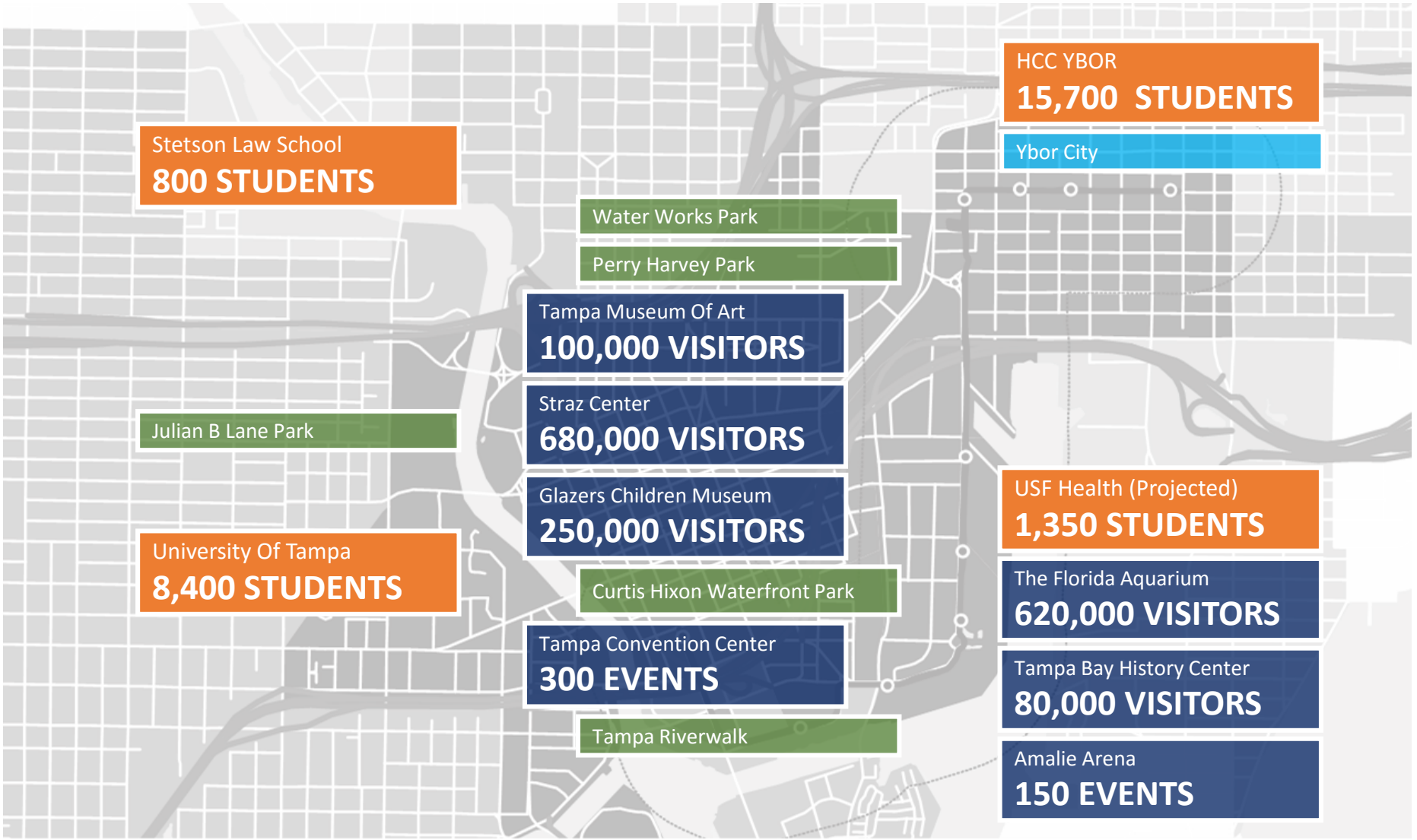
RESIDENTIAL UNITS
2,050

RETAIL SPACE
80,000 sf

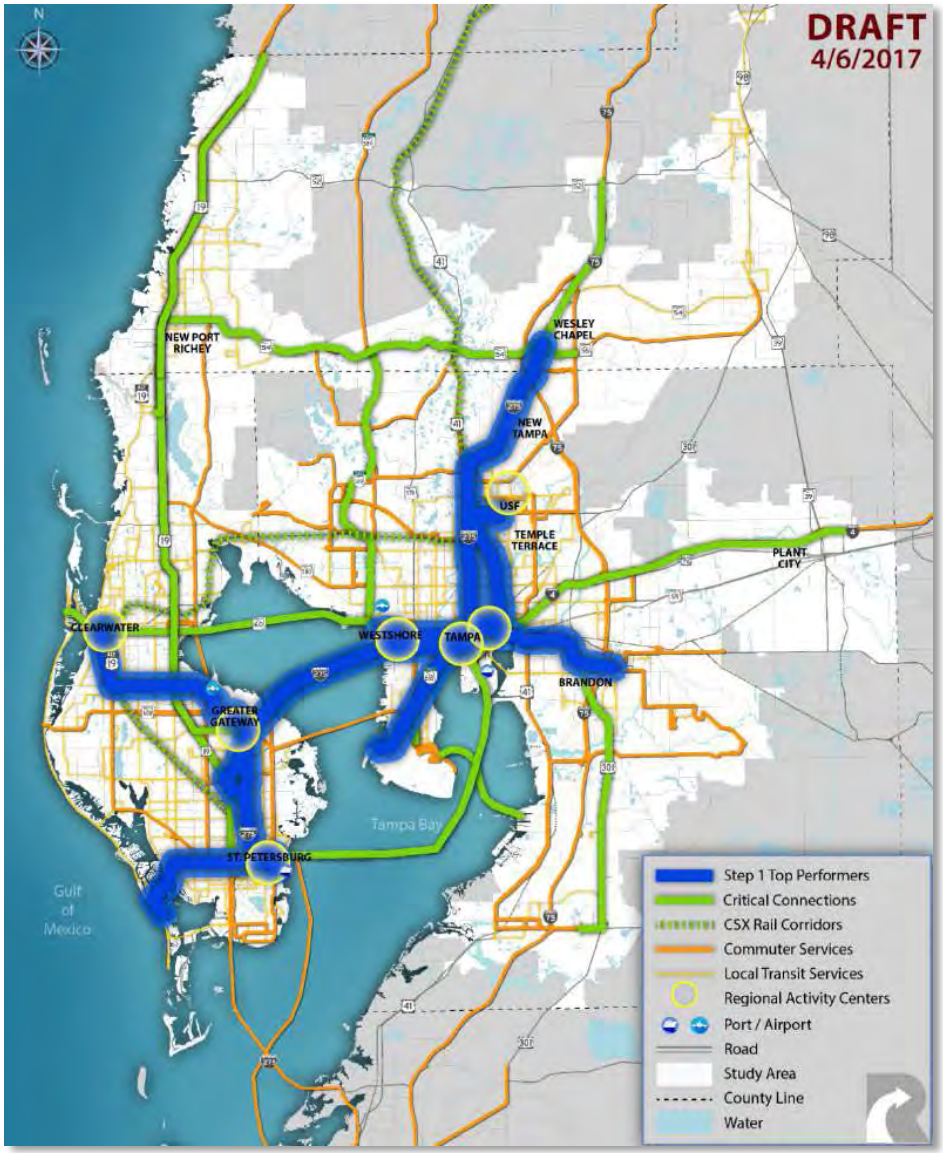
MAJOR DEVELOPMENT DISTRICTS
- **North Hyde Park**
- **West River**
- **Tampa Heights**
- **Encore**
- **Waterfront District**
- **Port Tampa Bay**



Cultural, Educational, and Entertainment Destinations



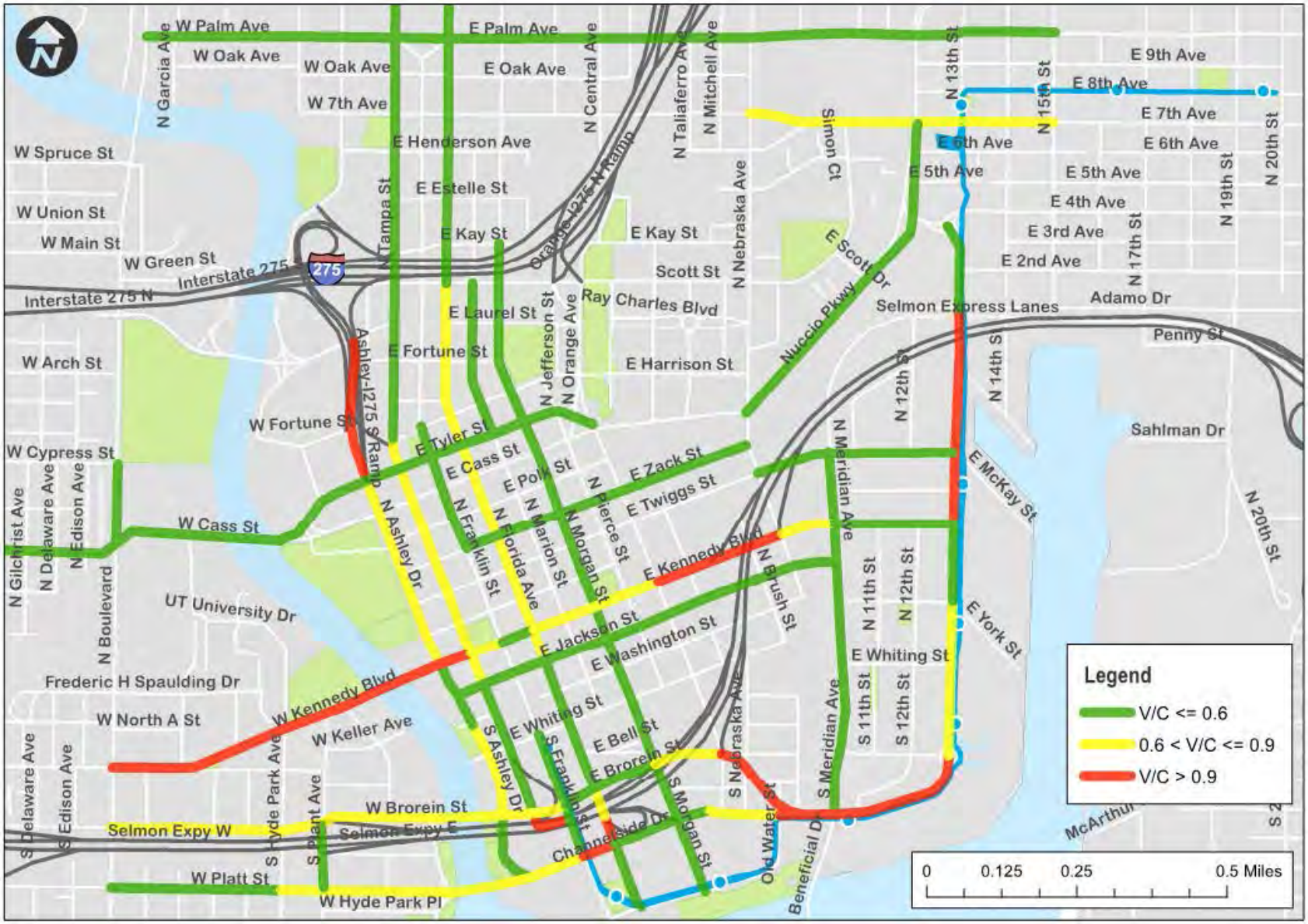
Regional Connections



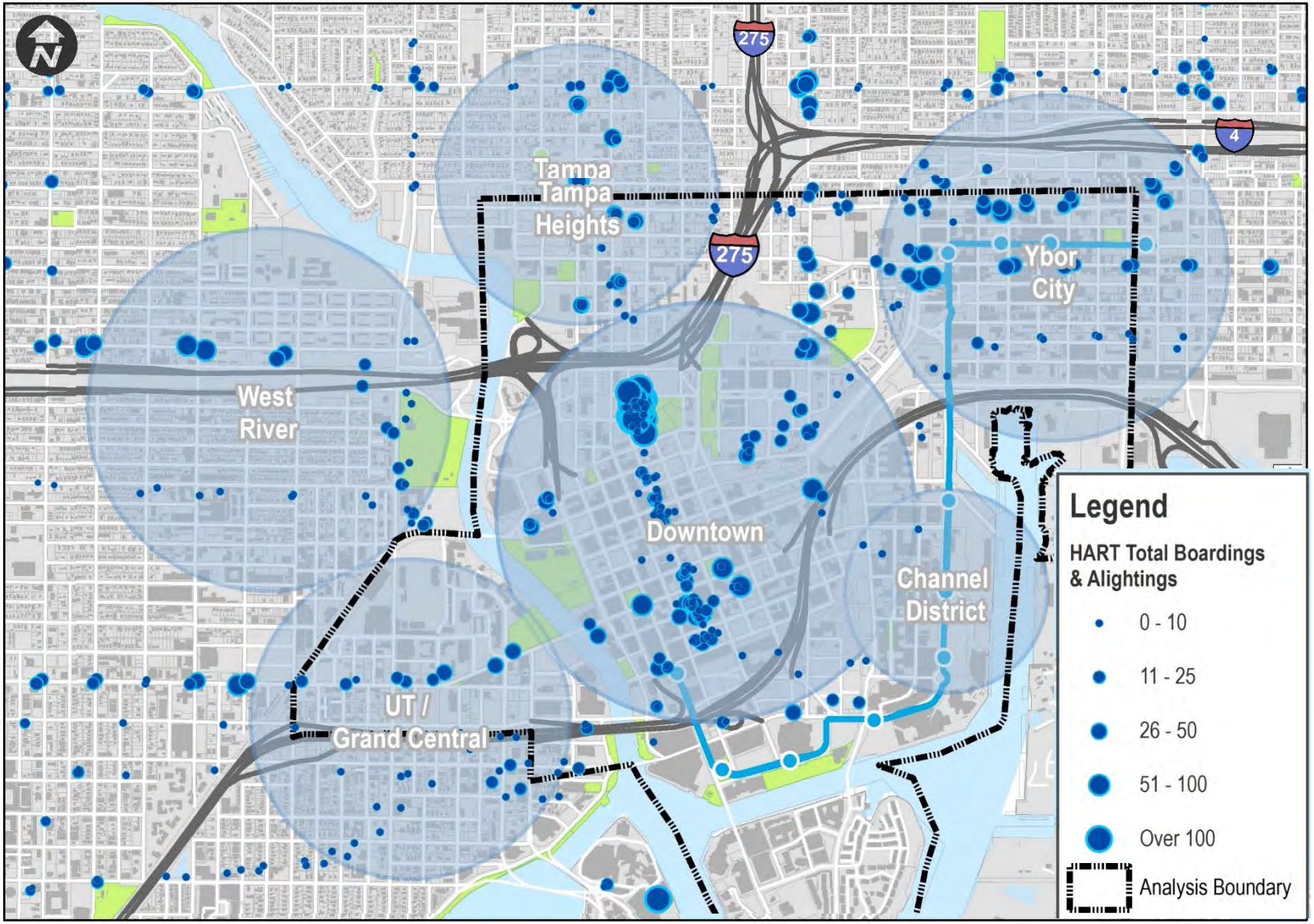
Regional Transit Feasibility Plan

- 5 Corridors Identified
- 4 of 5 Connect Downtown to Regional Destinations
  - Westshore
  - USF
  - Brandon
  - Pasco County
  - Pinellas Co

Volume/Capacity Analysis (2020)

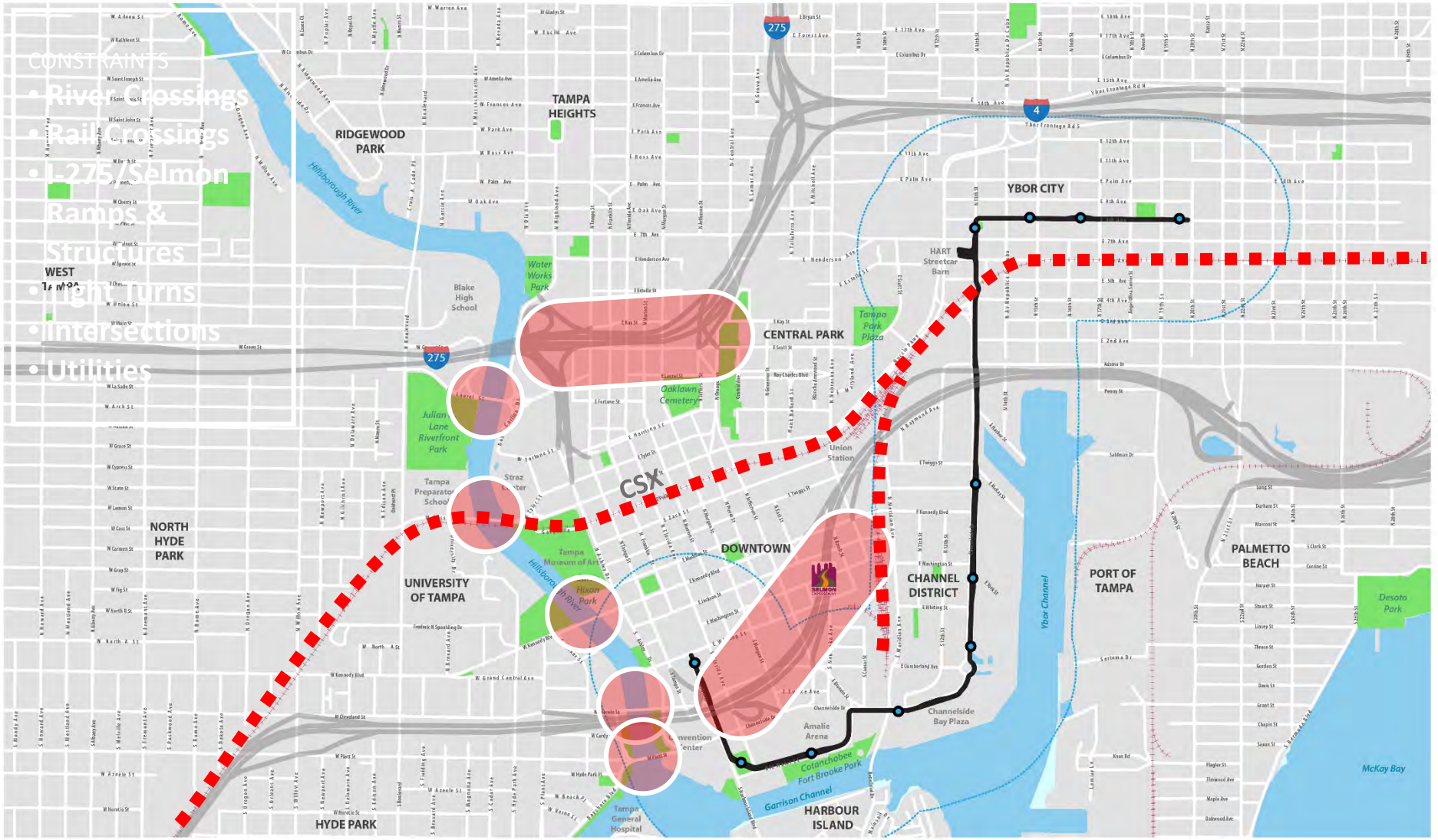


Daily Transit Ridership Activity (HART APC)



Approximately **8,200** HART transit riders per weekday in the study area.

Physical Constraints



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CORRIDOR OPTIONS
ALIGNMENT OPTIONS

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles
NORTH

Connect Downtown Subdistrict

Improve mobility within and between existing City Center sub-districts with transit-supportive land use and development.

Serve Travel Markets

Provide improved mobility to meet the diverse needs of downtown residents, workers, and visitors, including transit-dependent people.

Improve First Mile/Last Mile Connections

Improve access to regional transit services and improve first mile/last mile connections between City Center destinations, regional transit centers, and high capacity parking locations.

Support Economic Development

Advance the InVision: Tampa Center City Plan through the provision of improved mobility service to emerging sub-districts and destinations

Expand Sustainable Transportation Options

Provide an attractive alternative to single occupancy vehicle travel between City Center origins and destinations. Complement fixed route/schedule, on-demand, and shared mobility options.

?

Purpose & Need

Mentimeter

How important is each Purpose & Need rating factor in comparing each alignment?

82

How would you prioritize the Purpose & Need rating factors?

Mentimeter

82

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

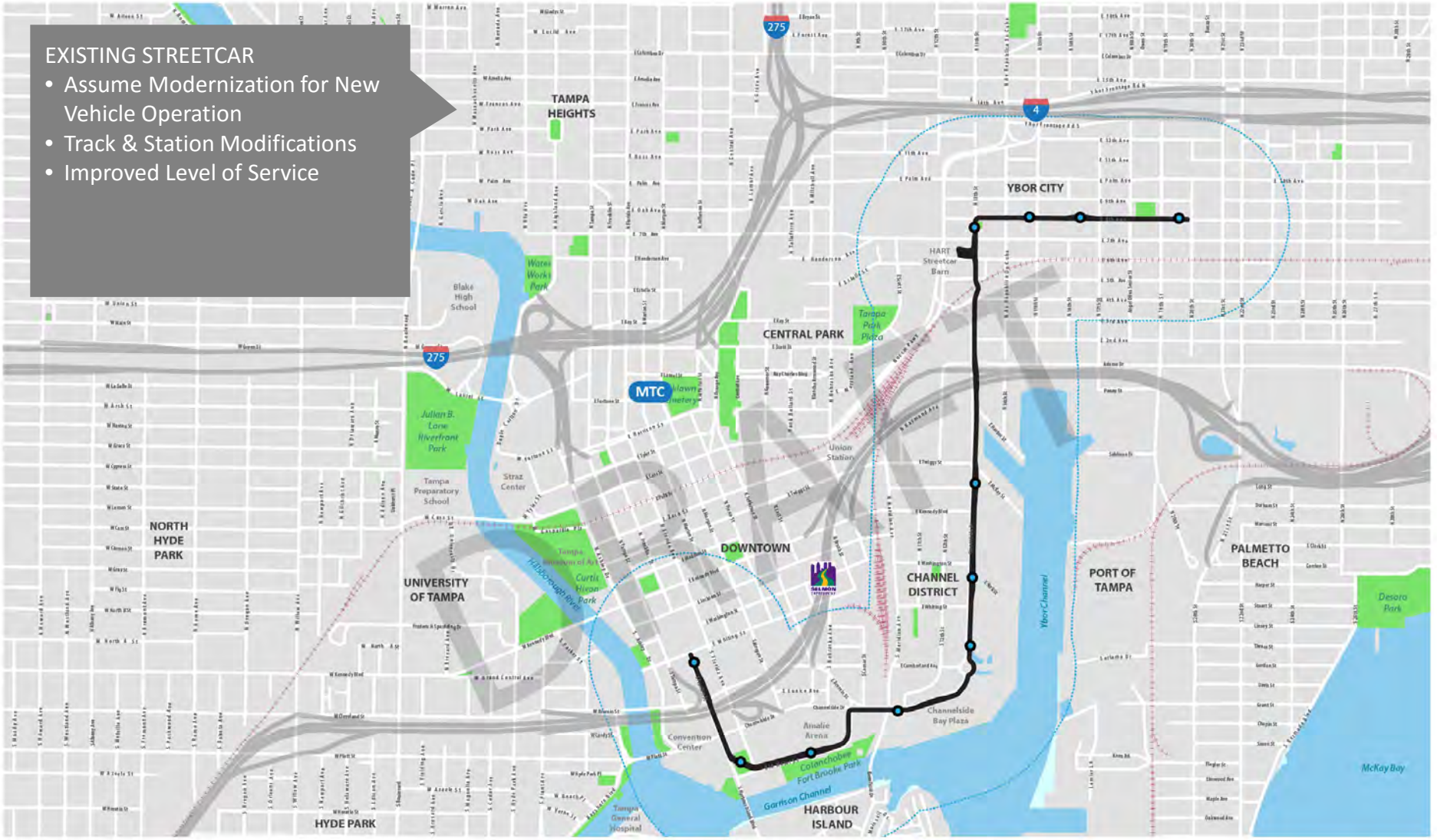
Alignment Options

City of Tampa Florida

Alignment Option Assumptions

- Represents an initial phase of investment.
- Includes modernization of existing system.
- Allows for future extension.
- Provides exclusive guideway and double-tracking.
- Offers high service frequency and longer operating hours.
- Assumes modern streetcar operations for comparison purposes -- other vehicle types to be evaluated next.

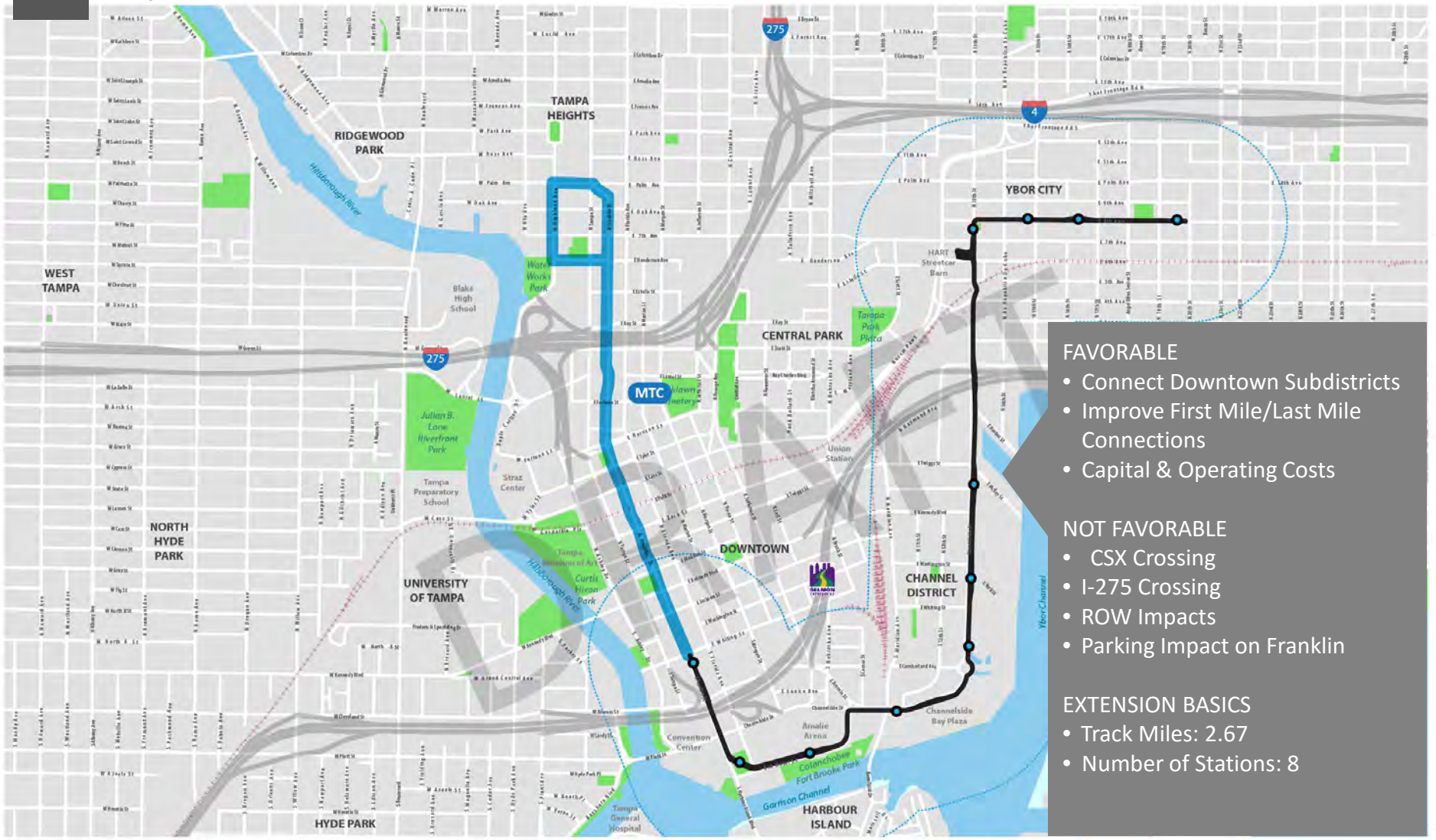
STREETCAR MODERNIZATION



InVision: Tampa Streetcar | City of Tampa

ALIGNMENT OPTIONS

A N/S FRANKLIN



FAVORABLE
- Connect Downtown Subdistricts
- Improve First Mile/Last Mile Connections
- Capital & Operating Costs

NOT FAVORABLE
- CSX Crossing
- I-275 Crossing
- ROW Impacts
- Parking Impact on Franklin

EXTENSION BASICS
- Track Miles: 2.67
- Number of Stations: 8

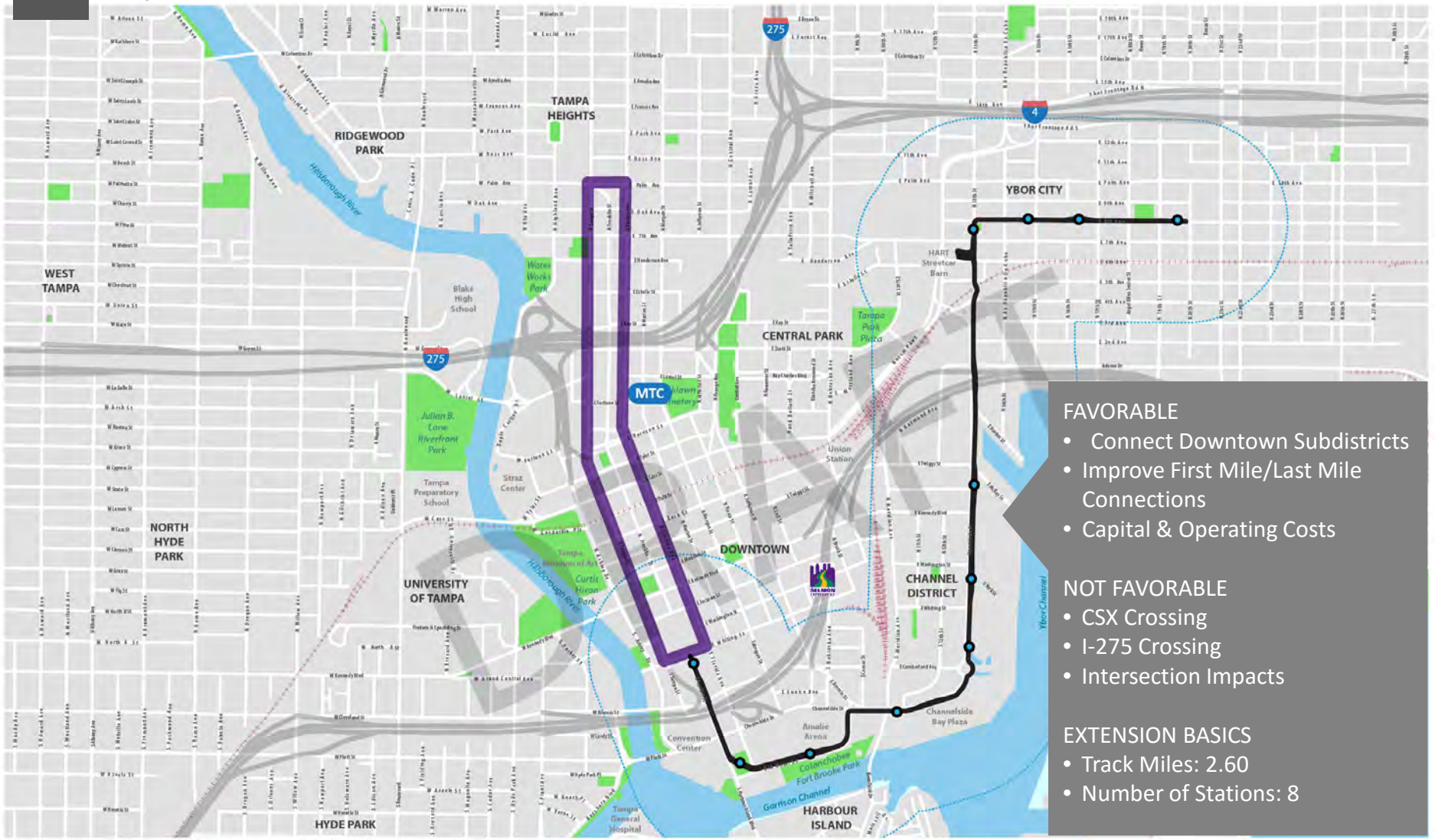
InVision: Tampa Streetcar | City of Tampa

ALIGNMENT OPTIONS

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles

B N/S TAMPA-FLORIDA COUPLET



FAVORABLE
- Connect Downtown Subdistricts
- Improve First Mile/Last Mile Connections
- Capital & Operating Costs

NOT FAVORABLE
- CSX Crossing
- I-275 Crossing
- Intersection Impacts

EXTENSION BASICS
- Track Miles: 2.60
- Number of Stations: 8

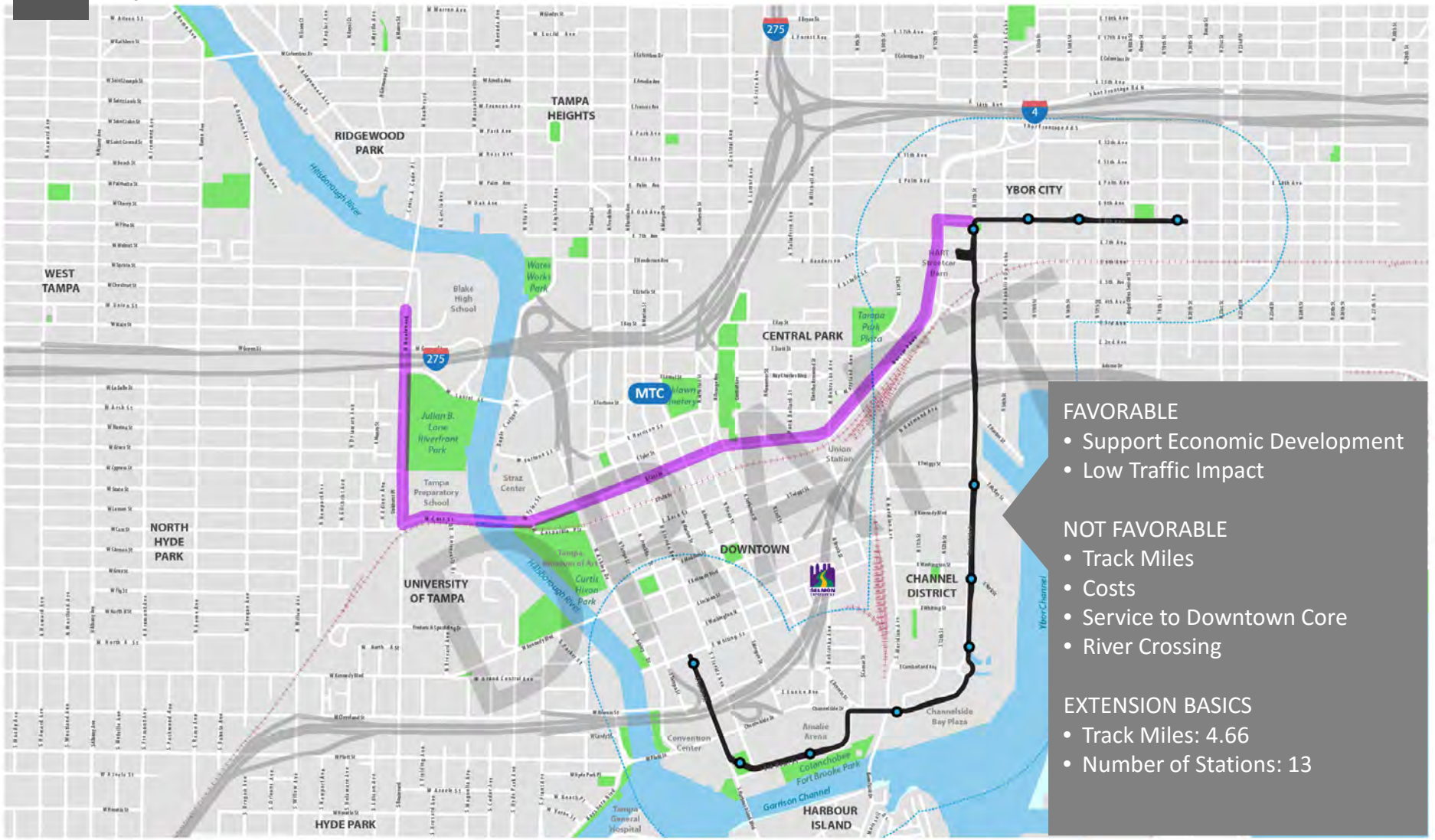
InVision: Tampa Streetcar | City of Tampa

ALIGNMENT OPTIONS

Existing Streetcar Line | Existing Streetcar Stop | Streetcar 1/4 mile buffer | Railroad | Building Footprint | Parcel Boundary | Parks and Cemeteries

0 0.125 0.25 0.5 Miles

C E/W WEST RIVER-YBOR



FAVORABLE
- Support Economic Development
- Low Traffic Impact

NOT FAVORABLE
- Track Miles
- Costs
- Service to Downtown Core
- River Crossing

EXTENSION BASICS
- Track Miles: 4.66
- Number of Stations: 13

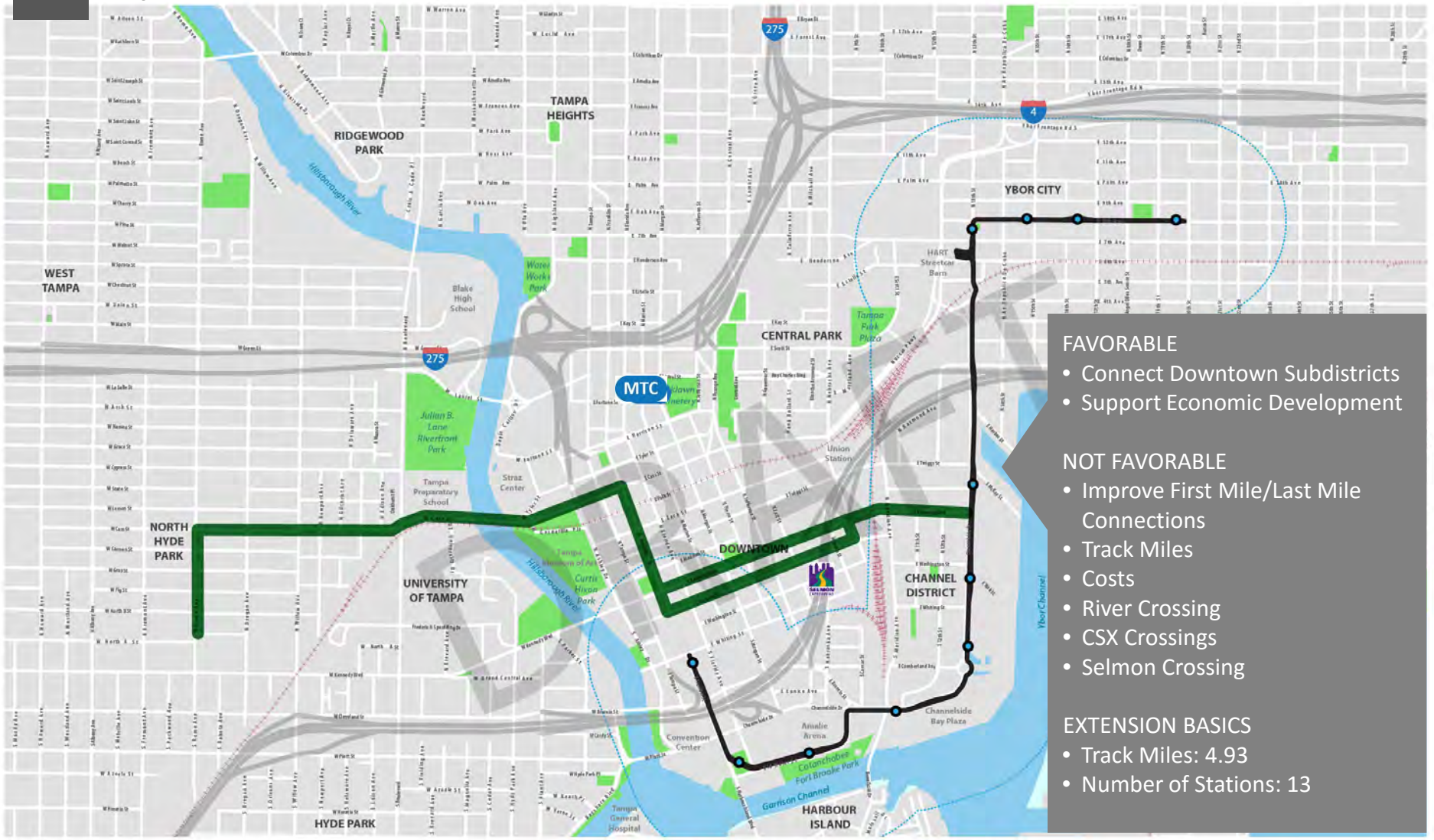
InVision: Tampa Streetcar | City of Tampa

ALIGNMENT OPTIONS

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles

D E/W N. HYDE PARK-CHANNEL DISTRICT



FAVORABLE
- Connect Downtown Subdistricts
- Support Economic Development

NOT FAVORABLE
- Improve First Mile/Last Mile Connections
- Track Miles
- Costs
- River Crossing
- CSX Crossings
- Selmon Crossing

EXTENSION BASICS
- Track Miles: 4.93
- Number of Stations: 13

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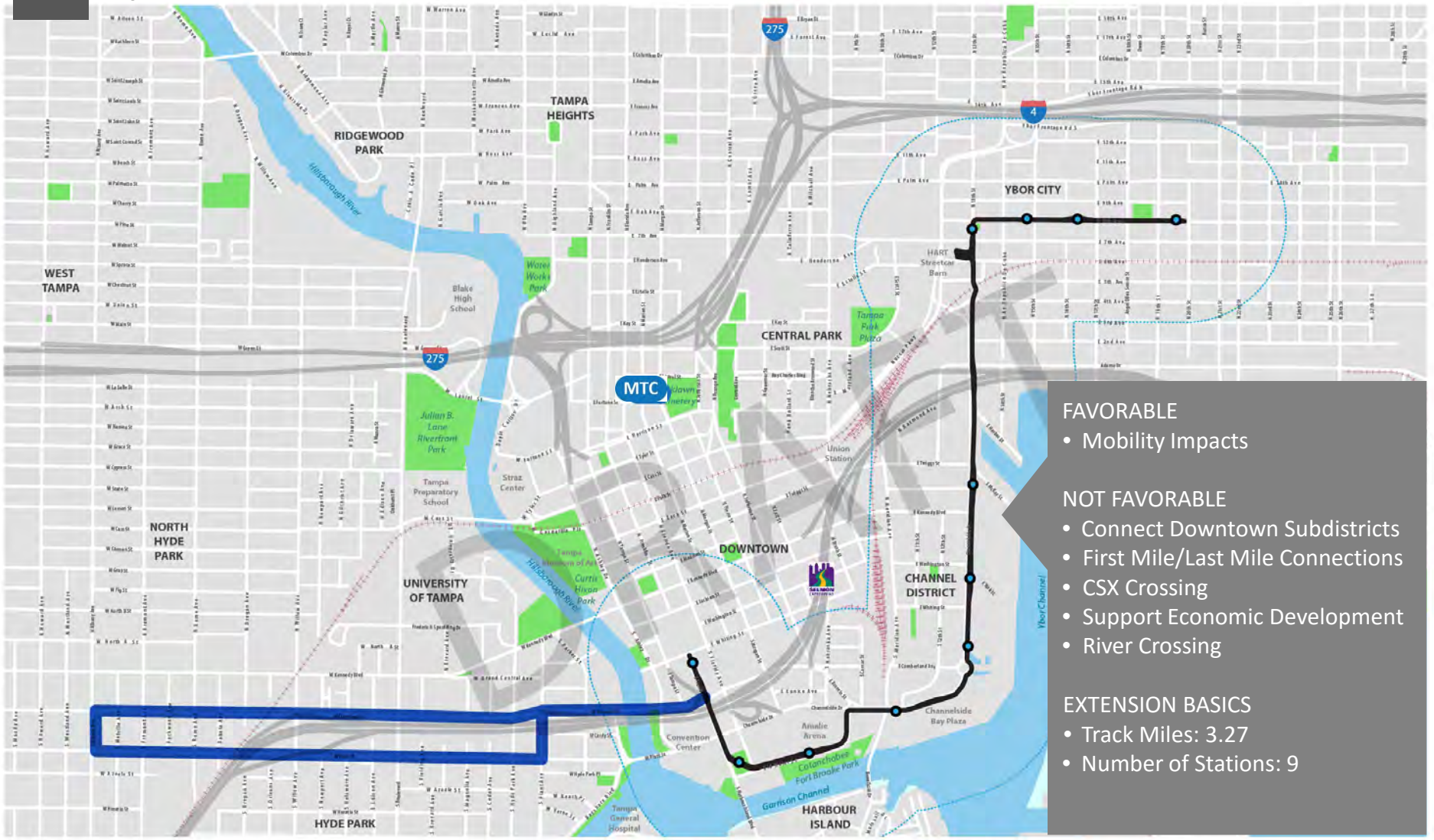
ALIGNMENT OPTIONS

Existing Streetcar Line | Existing Streetcar Stop | Streetcar 1/4 mile buffer | Railroad | Building Footprint | Parcel Boundary | Parks and Cemeteries

0 0.125 0.25 0.5 Miles

E E/W N. HYDE PARK-CONVENTION CENTER COUPLET



FAVORABLE
- Mobility Impacts

NOT FAVORABLE
- Connect Downtown Subdistricts
- First Mile/Last Mile Connections
- CSX Crossing
- Support Economic Development
- River Crossing

EXTENSION BASICS
- Track Miles: 3.27
- Number of Stations: 9

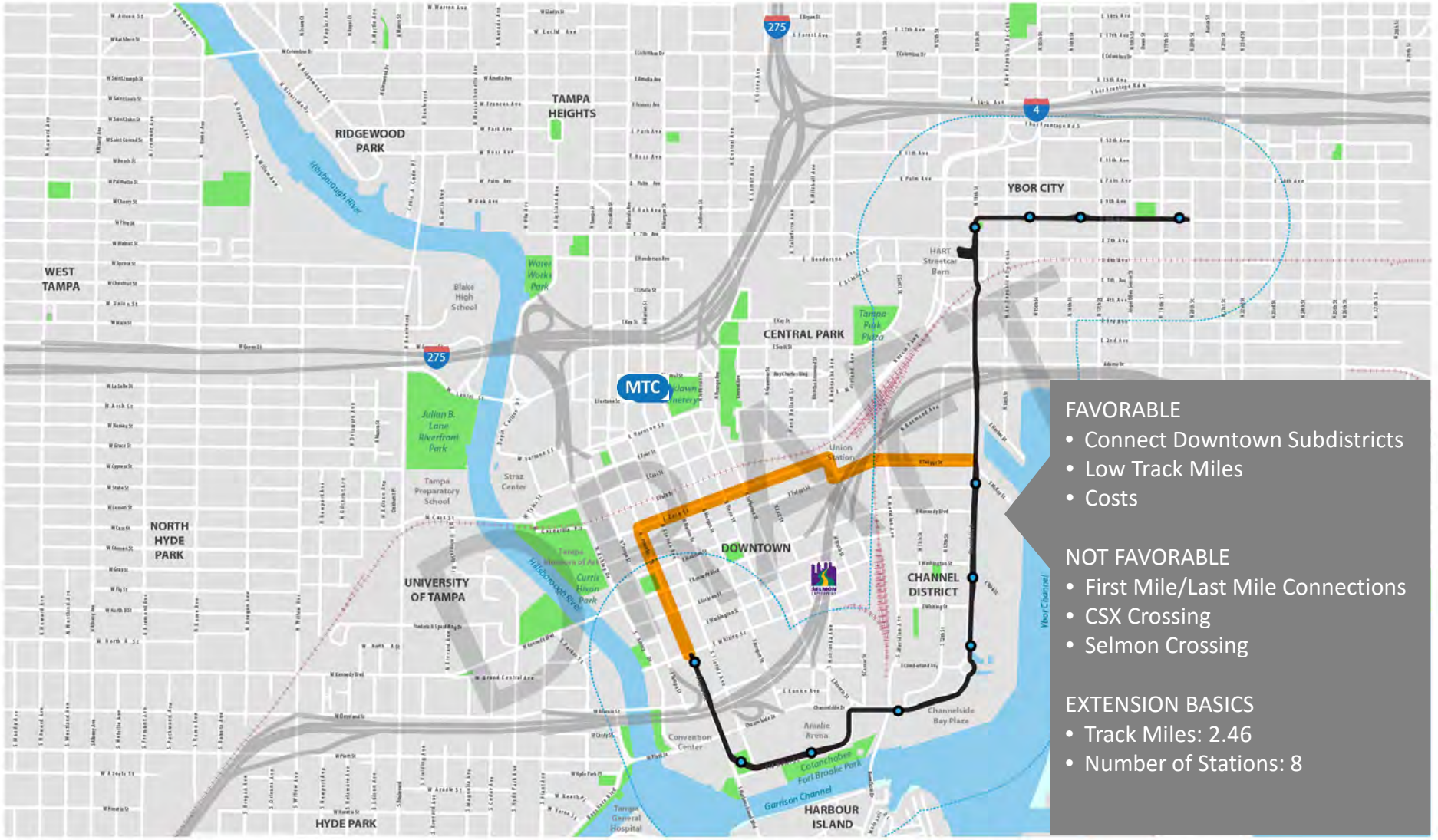
InVision: Tampa Streetcar | City of Tampa

ALIGNMENT OPTIONS

Existing Streetcar Line | Existing Streetcar Stop | Streetcar 1/4 mile buffer | Railroad | Building Footprint | Parcel Boundary | Parks and Cemeteries

0 0.125 0.25 0.5 Miles

E LOOP DOWNTOWN-CHANNEL DISTRICT



FAVORABLE
- Connect Downtown Subdistricts
- Low Track Miles
- Costs

NOT FAVORABLE
- First Mile/Last Mile Connections
- CSX Crossing
- Selmon Crossing

EXTENSION BASICS
- Track Miles: 2.46
- Number of Stations: 8

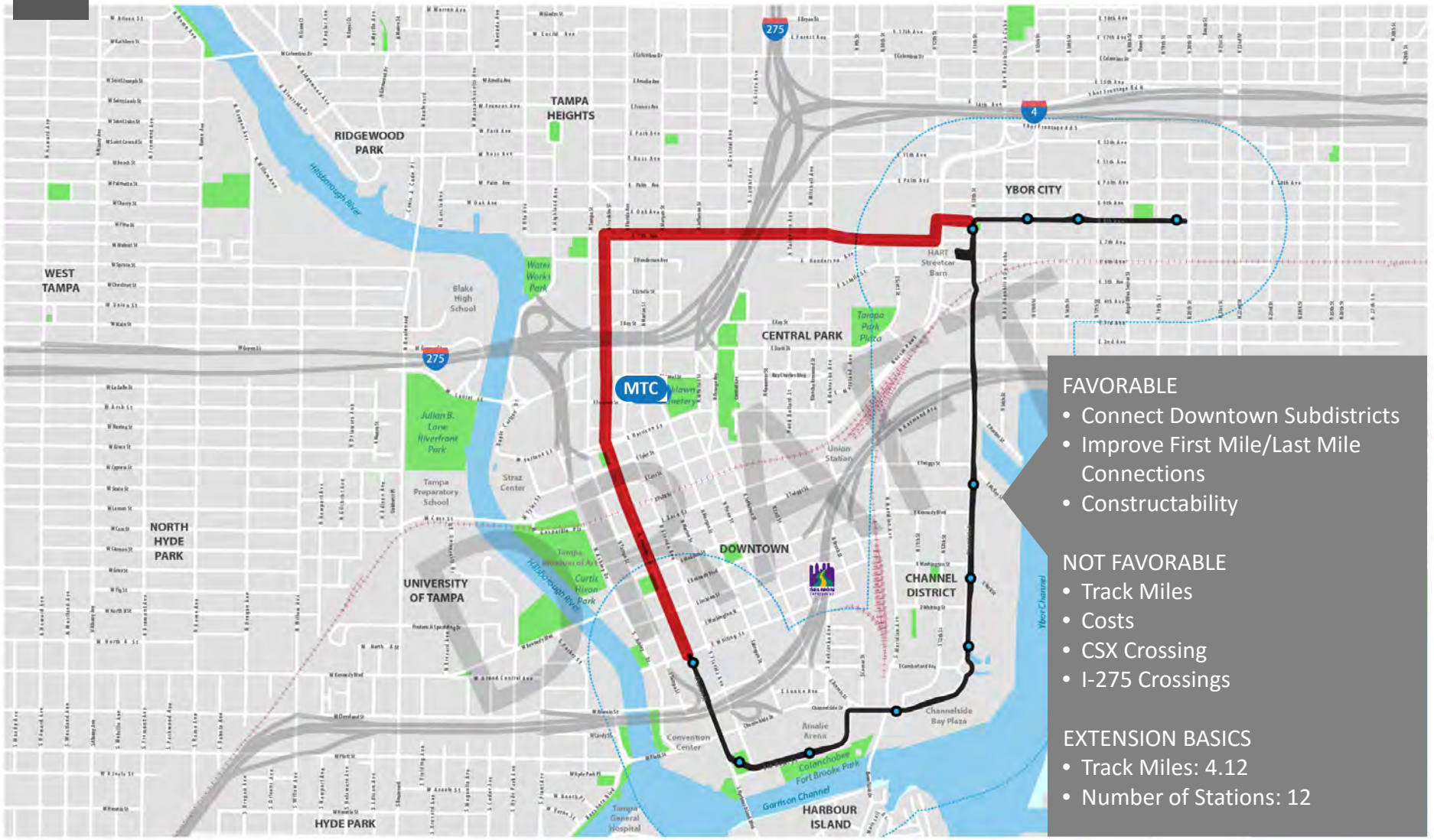
InVision: Tampa Streetcar | City of Tampa

ALIGNMENT OPTIONS

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles

G LOOP DOWNTOWN-YBOR



FAVORABLE
- Connect Downtown Subdistricts
- Improve First Mile/Last Mile Connections
- Constructability

NOT FAVORABLE
- Track Miles
- Costs
- CSX Crossing
- I-275 Crossings

EXTENSION BASICS
- Track Miles: 4.12
- Number of Stations: 12

InVision: Tampa Streetcar | City of Tampa

ALIGNMENT OPTIONS

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles

Rating Factors

PURPOSE & NEED	
Connect Downtown Subdistricts	Connects the Downtown core and recently constructed development.
Serve Diverse Travel Markets	Population and employment in 2020 within 1/8 mile of alignment and service to transit dependent populations and educational and entertainment destinations.
Improve First Mile/Last Mile Connections	Access to existing and planned regional transit hubs and parking facilities.
Support Economic Development	Population and employment in 2040 within 1/8 mile of alignment Service to emerging subdistricts and planned developments.
Expand Sustainable Transportation Options	Provide an alternative to vehicle travel between Center City destinations and complement other mobility options. Impacts to intersection operations, traffic, and on-street parking.
PERFORMANCE/IMPACTS	
Capital & Operating Costs	Costs based on potential track miles, number of possible stations, number of vehicles, and cost factors like river crossings.
Constructability	Presence of 90 degree turns, highway crossings, railroad crossing, bridge crossings, and signalized intersections.

RATING RANGE: FAVORABLE ⟷ UNFAVORABLE

PURPOSE & NEED

Connect Downtown Subdistricts

Serve Diverse Travel Markets

Improve First Mile/Last Mile Connections

Support Economic Development

Expand Sustainable Transportation Options

PERFORMANCE/IMPACTS

Capital & Operating Costs

Constructability

RATING RANGE: FAVORABLE ⟷ UNFAVORABLE

?

Alignment Options

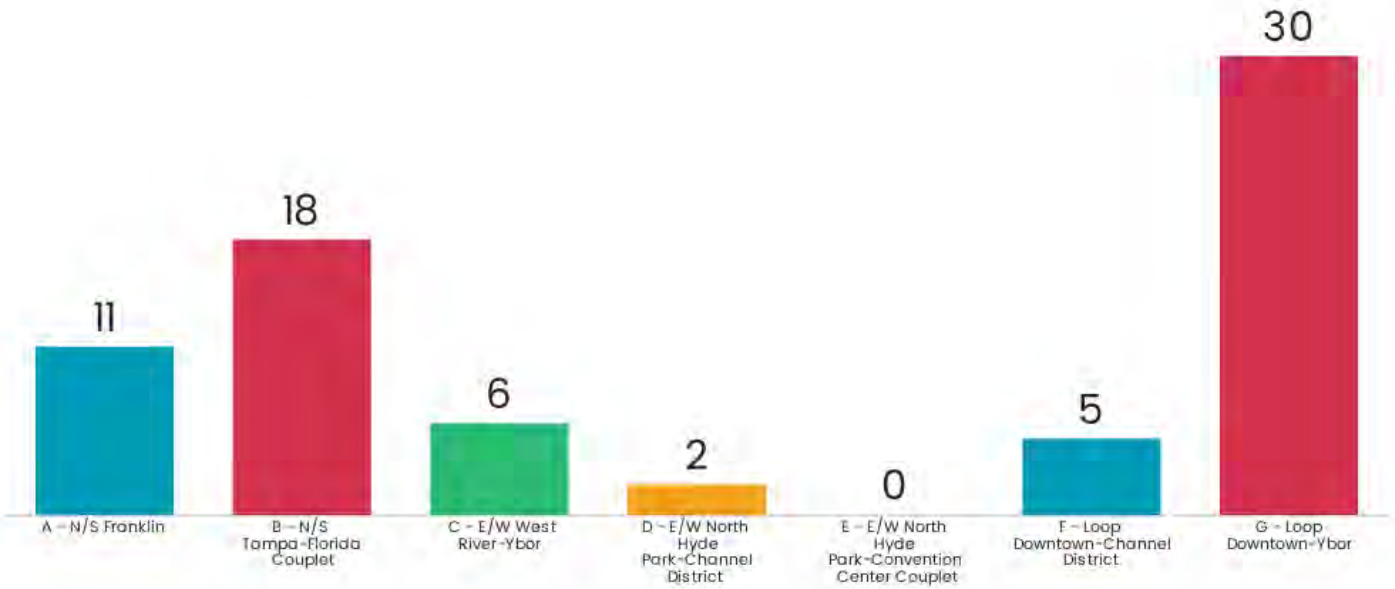
How would you rate each Alignment Option?

Mentimeter

73

Which Alignment Option is your top choice?

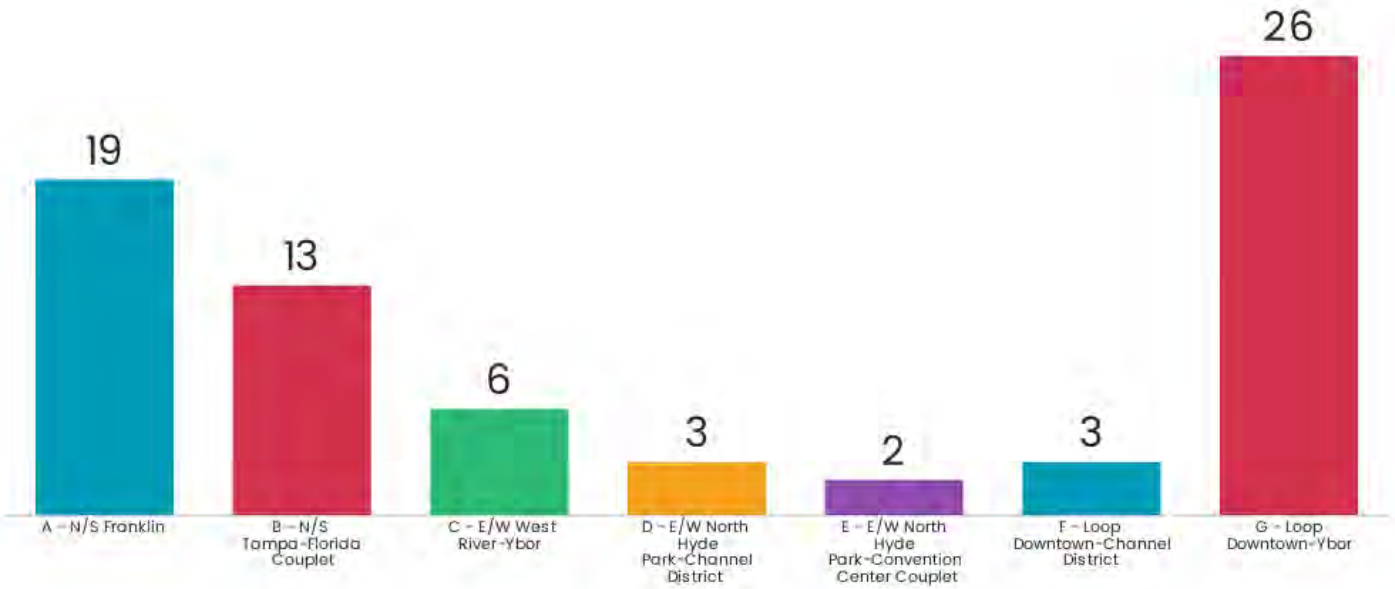
Mentimeter



72

Which Alignment Option is your second choice?

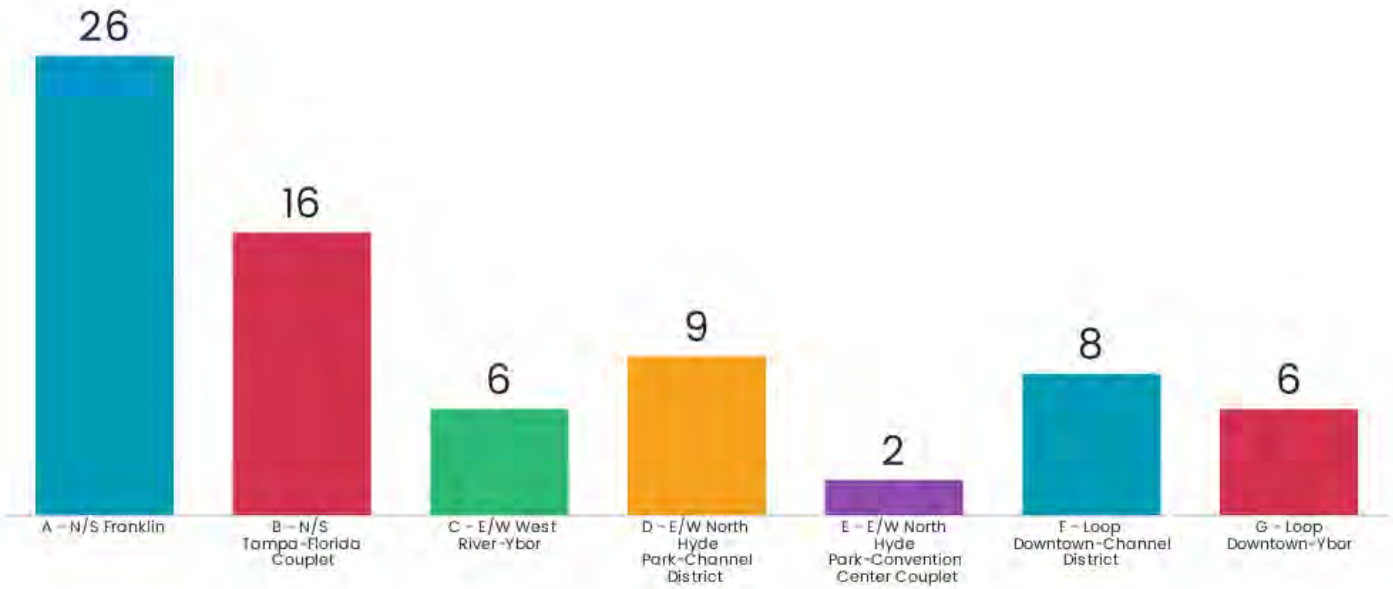
Mentimeter



72

Which Alignment Option is your third choice?

Mentimeter



73

Do you have any additional thoughts or comments on the Alignment Options?

Consider re-align the existing track & operating test: https://medium.com/@kmthurman/we-need-to-do-something-about-the-tampa-streetcar-but-its-not-why-you-think-b076c89f0bb7

Option B allows for additional phases more than any other option.

Airport

Connect west shore and international mall

G loop development is

Thanks for not putting alignments in middle of 275.
With A/B/F as 1st phase, next use CSX to S Tampa and Alignment D to TPA
It has to connect to other modes
Please consider Marion transit parkway too
Let people use it for work commute then other last mile solut

Go north to Tampa heights. No loop yet.

Perhaps people will be less enamored of loops once they see the cost/benefit.
Best of luck with next steps!

G does not go far enough north which would benfit economic development. Combine A and G and then C.

the east west component of alignment G should move north ... look at Columbus, Floribraska, MLK, etc.

Utilize N Morgan St instead of Franklin St for N/S Alignment. It will better connect the government and office buildings downtown.

G is best but move the line from Franklin to Marion just north of Tyler so it connects directly with MTC.

A, B, C and G go north of the interstate and could have possible future connections.

Csx tracks are crossable. Connect to transit center. Create loop, use Cass/Nuccio. Next minor extensions are to Heights, to West Bank/UT/HP

You just mentioned expanding for future development potential? So are we not working on streetcar for the current residents?

Circulation in downtown, but with anticipation of additional future connections.

Depending on the corridor chosen for the first phase. I think the most important decision will be planning for future flexibility.

It's important to look at the what is along the route for destinations as well as commuters to achieve a balance result of ridership.

Options should be open to extend north to USF/west toward airport and westshore

Make connections where pop density exists. Use E/W connections (C/D) to grab University, North Hyde Park & South Tampa tax dollars, A/B 2nd

Study the returns that would be generated by a $6 billion investment in transit...expanding alignment options far beyond the current limit.

I think any solution will have to tie into a few other heavy commute lines. I see these including the airport, shopping/retail, and suburbs.

The streetcar should connect Ybor, downtown, Tampa Heights, and West River.

Do you have any additional thoughts or comments on the Alignment Options?

Serving school districts (high schools and colleges) should be taken into consideration. This would have benefits working families

I like the routes that get to folks who or would ride buses or rideshare.

West routes stop short of Howard and Armenia activity centers. Why?
The streetcar moves tourists. Embrace that.
1. Include ENCORE!/Perry H. Park & Union Station in G.
2. Future extension to West River and SoHo
3. Consider proximity to bike trails

Regardless of street route having a useful loop is the key to sustainability.

I would like more connectivity to Seminole Heights. Until then connectivity to MTC would be important

Prefer loops

Examine how the streetcar will tie into a future light rail system. Don't duplicate probable future efforts to extend LR to west shore / USF

Focus on first extension through Franklin, then evaluate a loop at a later date

Will parking be available at any streetcar stops for commuters?
Anticipate airport connectivity

What would a streetcar system look like if funding were no object?

Prefer phasing, east downtown should connect first follow by a west, over the river, connection...n Hyde park. No TBX.

Why are you only looking to extension to downtown. The study should have taken advantage of existing development at Belmont Heights and a.

Go further north into Seminole Heights or west from Tampa Heights to West Tampa.

Connect to busses at Marion Ctr, to ferry, to the 5 reg prem study corridors, Greyhound, Amtrak, AV Pilot on Marion, DMU on S Tpa rail line.

It should a combination of different options- use Ashley, cross the river. Stay off Franklin st.

Option G doesn't go far enough North

G loop development potential is greater than you think - Tampa Heights office village, 7 th Ave, palm Ave, salvation army redevelopment,

I loved E as a possible phase 2 investment even though it didn't seem to break through in this meeting.

The city needs to adjust land use to allow for more development in the urban core.

Connecting residences, jobs, & entertainment is essential (Tampa Heights, downtown, and Ybor) is essential for riding habits to form: loop!

Sorry. Downtown visitors not tourists.

Franklin is the better than Tampa / Florida for economic development, T/F is better for local residents and ease of access

Great job!

Do you have any additional thoughts or comments on the Alignment Options?

Or 22nd street corridor.	
Study corridor options for a loop further north. Columbus, Floribraska, MLK...	
Would rather see b or g (as opposed to a) - Franklin is great as it is. If you, use Florida or Tampa St.	
Public safety should be a key consideration. Take into account DUI density regions and benefits of public transit.	
Can any of these options be funded without federal dollars?	
8th in Ybor would have to be totally double tracked with option G	
G is best because it provides a 2 way full loop. Without it, it would be a 20+ minute trip to go from The Heights to Ybor-faster to walk	
Examine redevelopment potential (vacant land, high land value with low structure value), don't just look at existing plans, not complete	
G opens up usage to all neighborhood north of New e/w line	
Ignore Marion Transit center, it'll be cheaper to relocate it, after light rail or BRT it will be relocated anyway	
Current streetcar ends in terrible places for extension, how will you avoid that moving forward	

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Options & Ratings Discussion

City of Tampa Florida

NEXT STEPS

PHASE 1
FEASIBILITY
Spring - Summer 2017

PHASE 2
PROJECT DEVELOPMENT
Summer 2017 - Summer 2018

- Further evaluation of alignment options.
  - Costs, Ridership, and Impacts
  - Technology/Vehicle Alternatives
- Preliminary Funding & Implementation Strategy.
- Coordination with Regional Study, CSX, and other key stakeholders.
- Workshop on alignment screening Summer 2017.

DISCUSSION

- Tell us your name and interest in Downtown – live, work, visit, etc.
- Focus on alignment options and comparison.
- Use the Comment Form for additional thoughts.
- More information on-line soon and Phase 2 workshops later in the Summer and Fall.

STAY ENGAGED

- Fill out a Comment Form.
- Check the project website for additional information on the alignment options: www.tampagov.net/streetcar
- Follow the City of Tampa on Facebook and Twitter @CityofTampa.
- Email the project team at streetcar@tampagov.net.
- Contact the City Project Manager Milton Martinez, P.E. at (813) 274-8998.

InVision:
TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

THANK YOU!

City of Tampa Florida

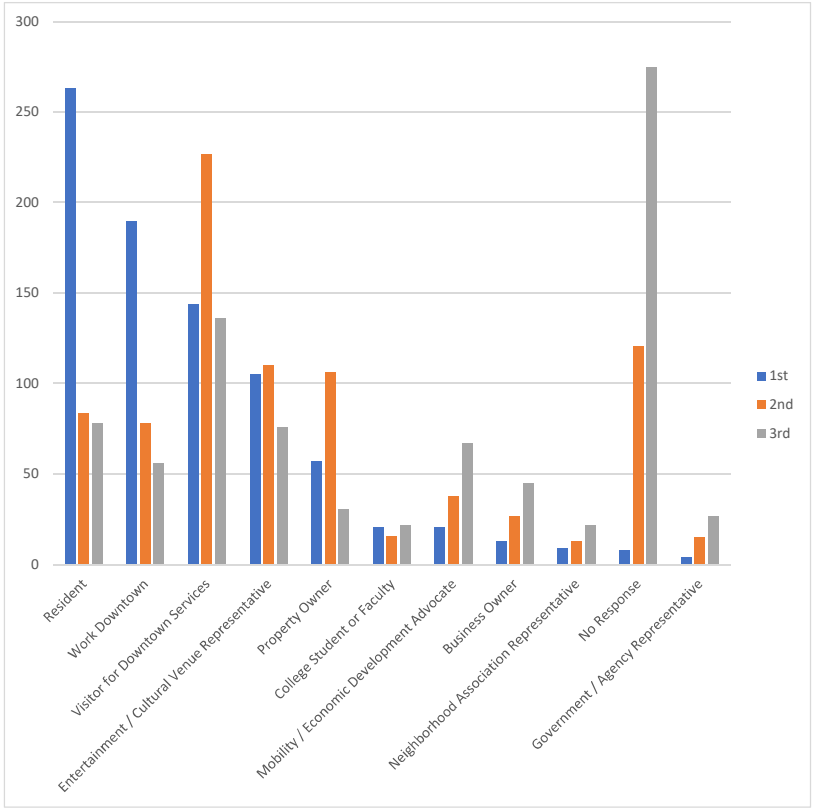
Attachment E - Survey Results

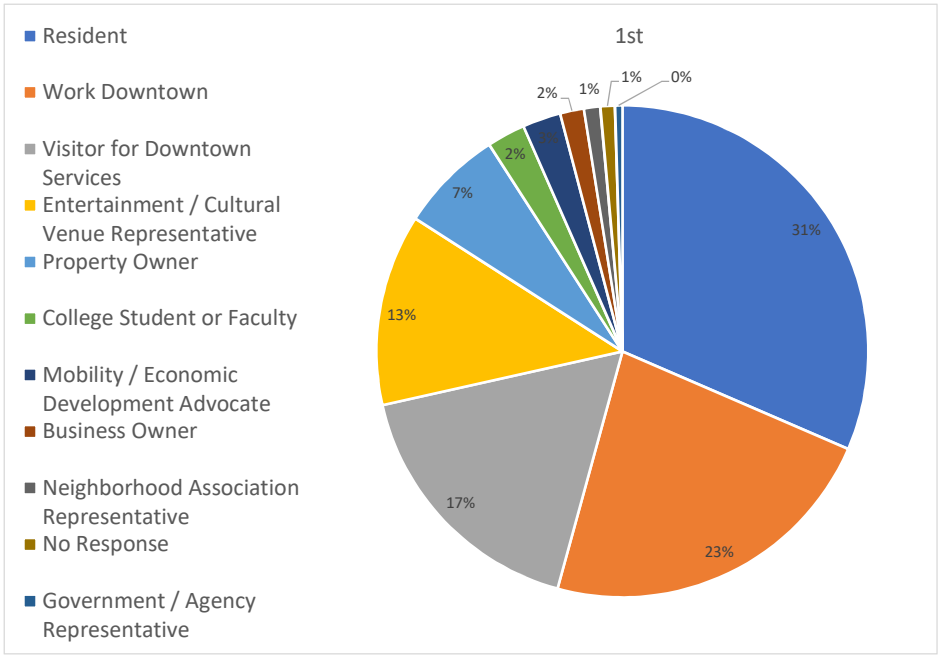
Streetcar Survey

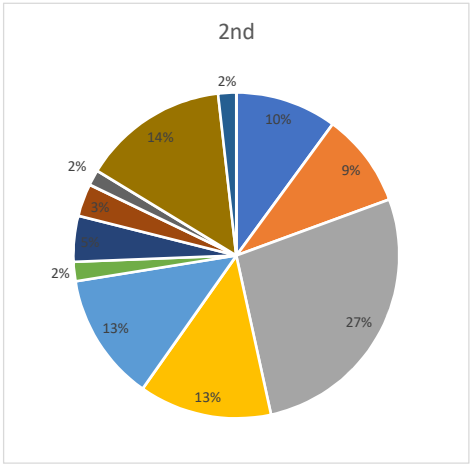
SECTION 1- TELL US A LITTLE ABOUT YOURSELF

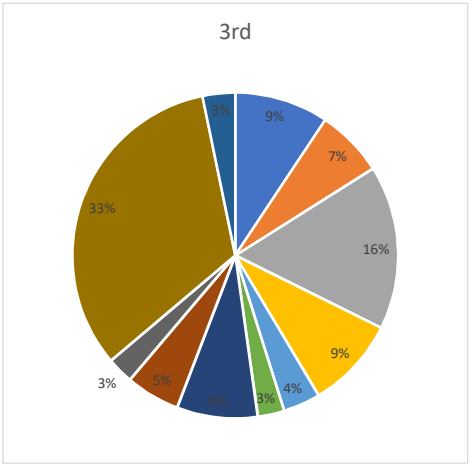
Q1. What is your interest in the downtown area? Rank top 3.

	Responses		
	1st	**2nd**	**3rd**
Resident	263	84	78
Work Downtown	190	78	56
Visitor for Downtown Services	144	227	136
Entertainment / Cultural Venue Representative	105	110	76
Property Owner	57	106	31
College Student or Faculty	21	16	22
Mobility / Economic Development Advocate	21	38	67
Business Owner	13	27	45
Neighborhood Association Representative	9	13	22
No Response	8	121	275
Government / Agency Representative	4	15	27





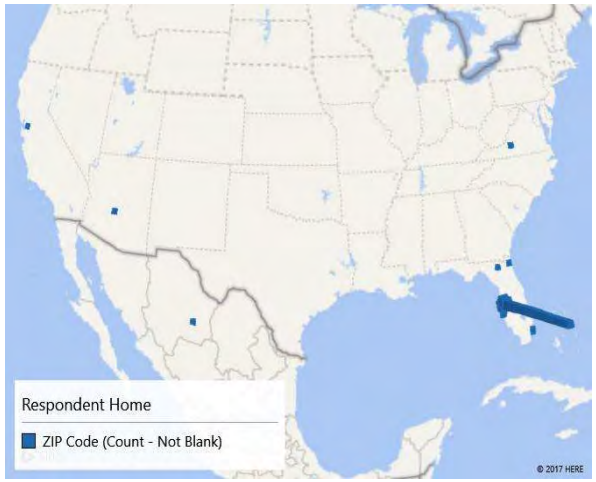


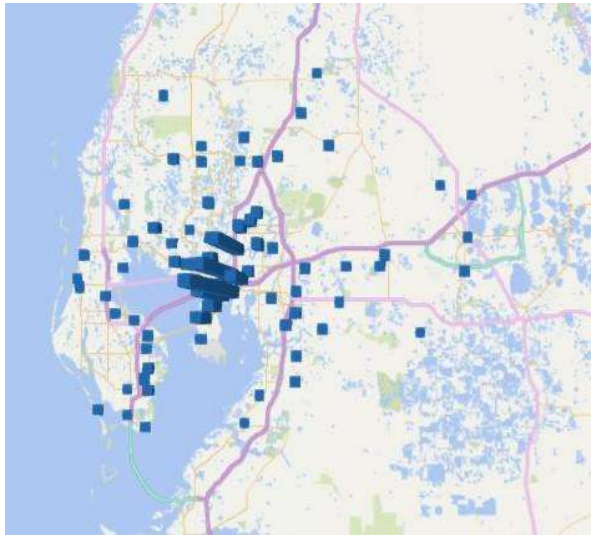


Streetcar Survey

SECTION 1- TELL US A LITTLE ABOUT YOURSELF

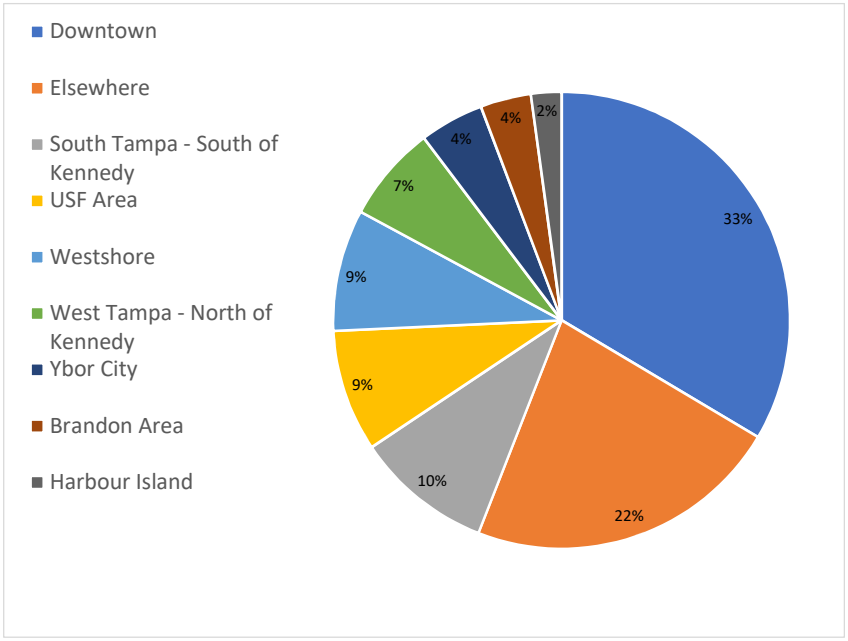
Q2. Where do you live?





Q3. Where do you work?

	Responses
Downtown	280
Elsewhere	187
South Tampa - South of Kennedy	81
USF Area	72
Westshore	72
West Tampa - North of Kennedy	57
Ybor City	38
Brandon Area	30
Harbour Island	18



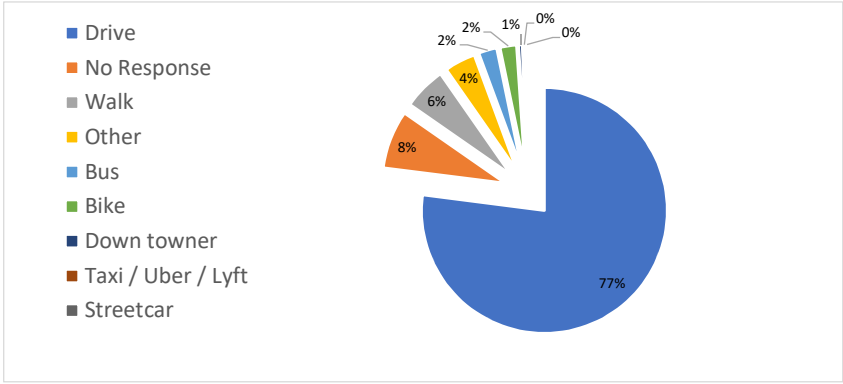
Streetcar Survey

SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

Please indicate the top forms of transportation you use to access downtown.

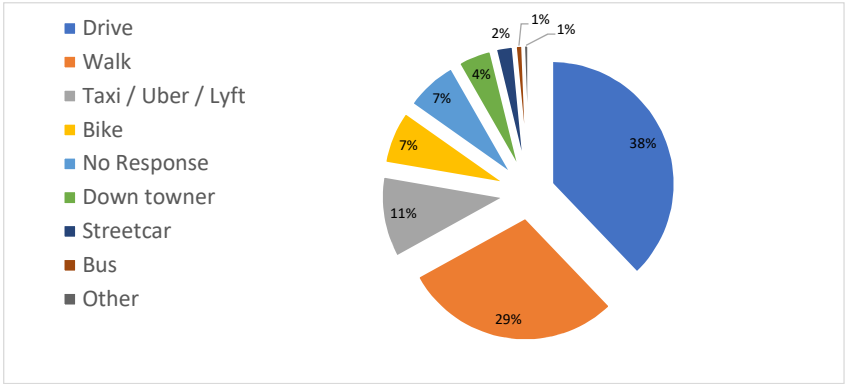
Q4. How do you get to and from work?

	Responses
Drive	643
No Response	64
Walk	47
Other	34
Bus	20
Bike	18
Down towner	4
Taxi / Uber / Lyft	3
Streetcar	2



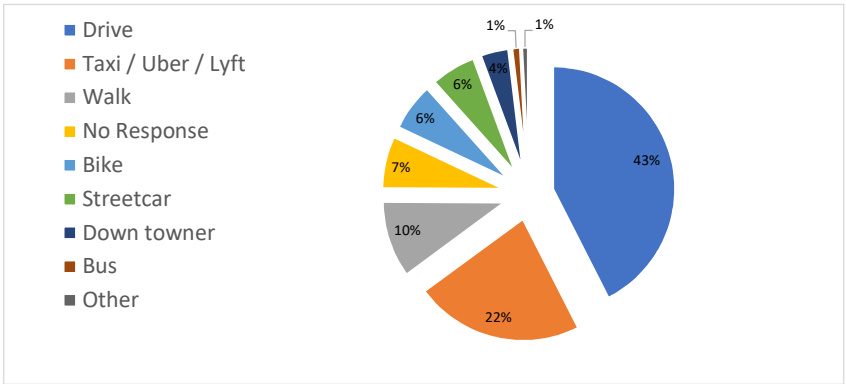
Q5. How do you get around downtown during the day, in the evenings and on weekends?

	Responses
Drive	316
Walk	243
Taxi / Uber / Lyft	90
Bike	59
No Response	58
Down towner	37
Streetcar	19
Bus	8
Other	5



Q6. How do you access special events, entertainment and cultural destinations?

	Responses
Drive	355
Taxi / Uber / Lyft	187
Walk	85
No Response	58
Bike	53
Streetcar	50
Down towner	31
Bus	9
Other	7

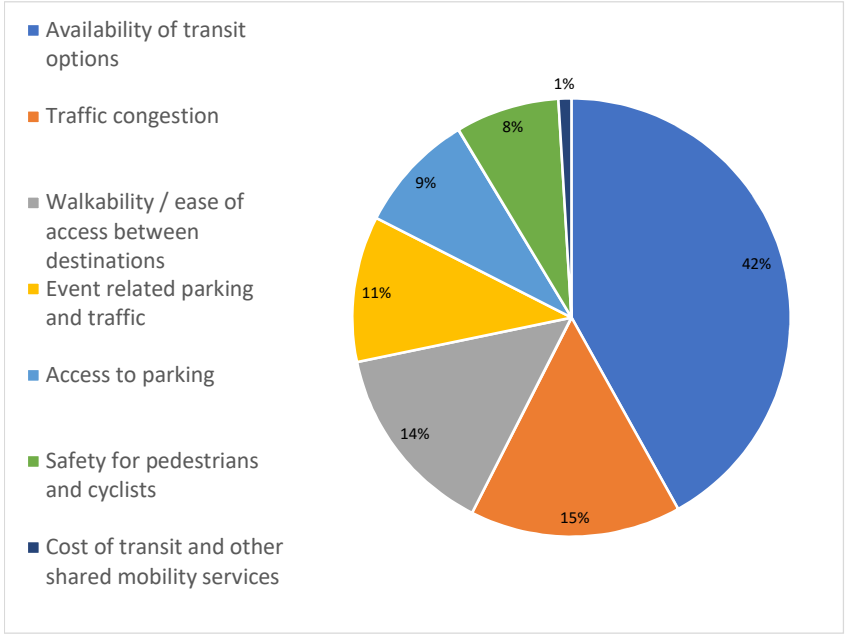


Streetcar Survey

SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

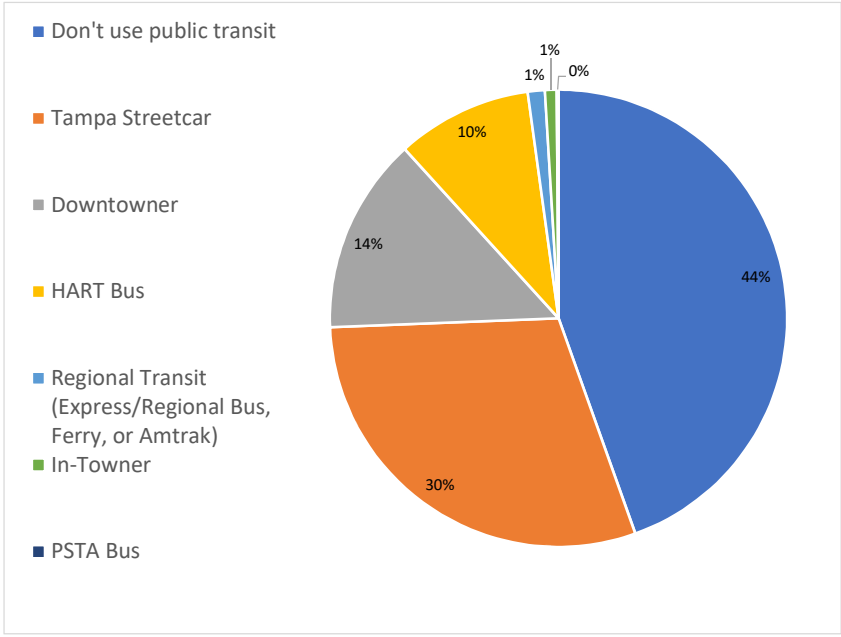
Q7. What is the biggest transportation challenge facing downtown and surrounding neighborhoods?

	Responses
Availability of transit options	350
Traffic congestion	130
Walkability / ease of access between destinations	119
Event related parking and traffic	90
Access to parking	74
Safety for pedestrians and cyclists	64
Cost of transit and other shared mobility services	8



Q8. If you use public transit, which mode did you use? If more than one, please indicate the mode you use most often.

	Responses
Don't use public transit	372
Tampa Streetcar	249
Downtowner	116
HART Bus	80
Regional Transit (Express/Regional Bus, Ferry, or A	10
In-Towner	7
PSTA Bus	1

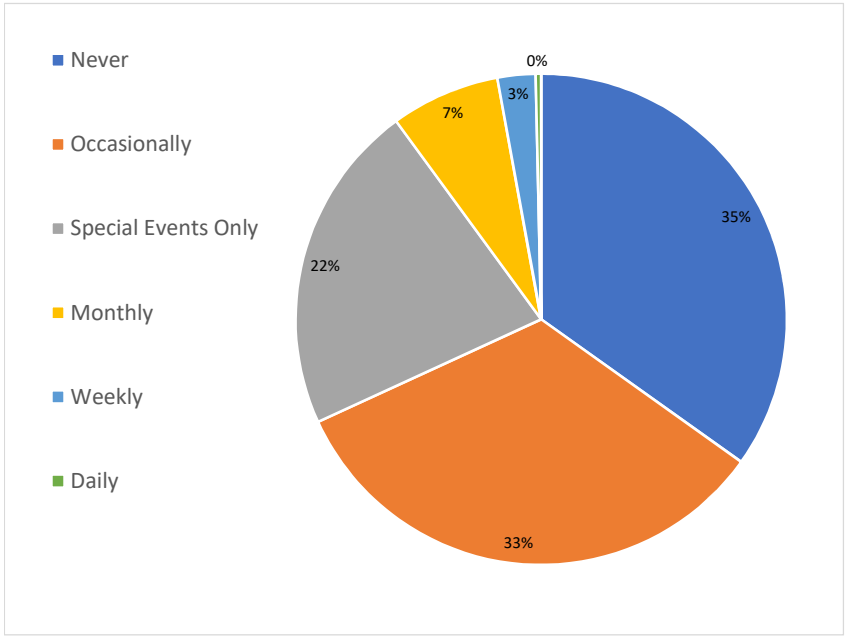


Streetcar Survey

SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

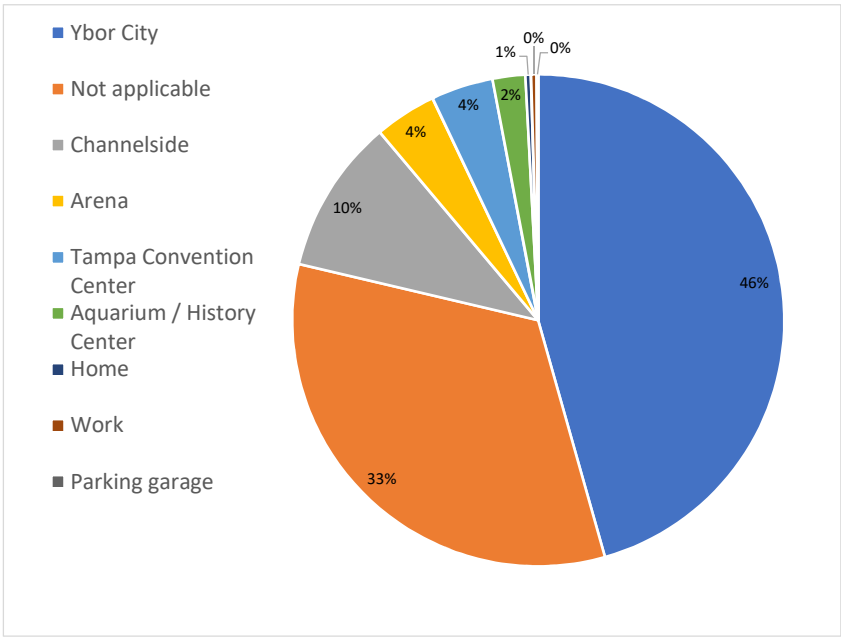
Q9. How often did you ride the Tampa Streetcar in the past year?

	Responses
Never	291
Occasionally	278
Special Events Only	182
Monthly	60
Weekly	21
Daily	3



Q10. Where did you typically go using the Streetcar?

	Responses
Ybor City	381
Not applicable	276
Channelside	85
Arena	34
Tampa Convention Center	34
Aquarium / History Center	18
Home	3
Work	3
Parking garage	1

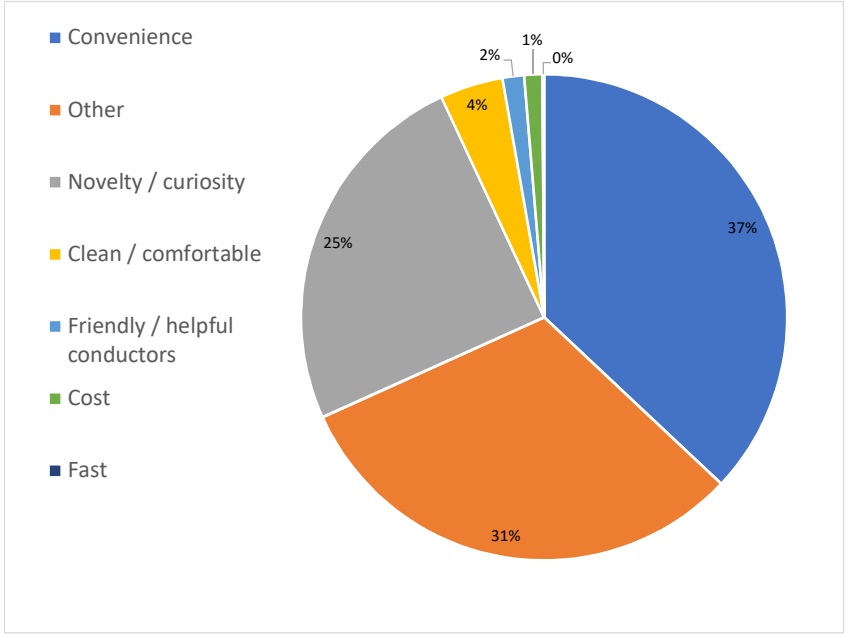


Streetcar Survey

SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

Q11. Why did you choose the streetcar?

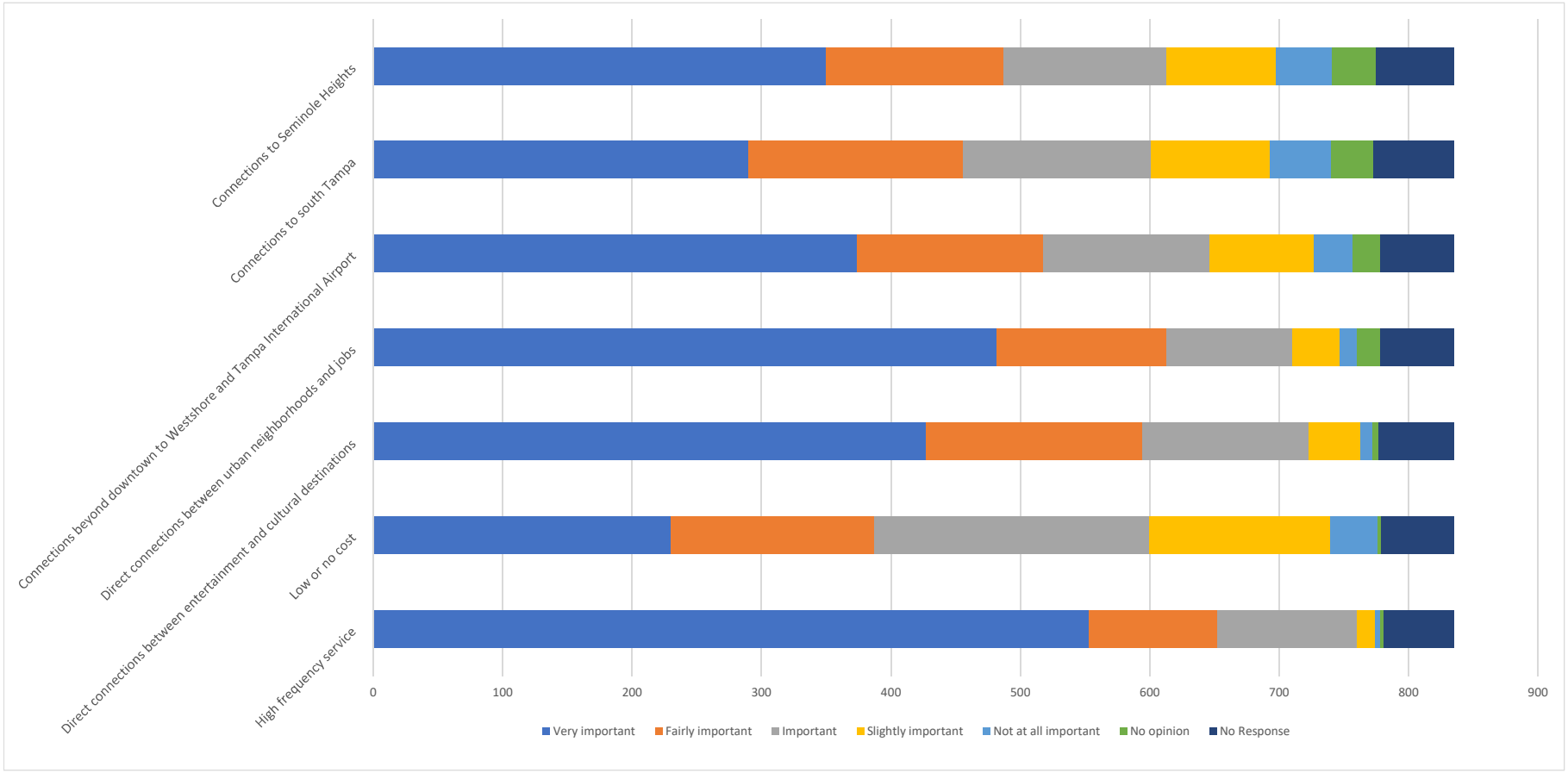
	Responses
Convenience	309
Other	261
Novelty / curiosity	207
Clean / comfortable	35
Friendly / helpful conductors	12
Cost	10
Fast	1



Streetcar Survey

SECTION 3- THE FUTURE OF DOWNTOWN MOBILITY

How important are the following factors in creating successful mobility solutions for downtown? (Q12-Q18)

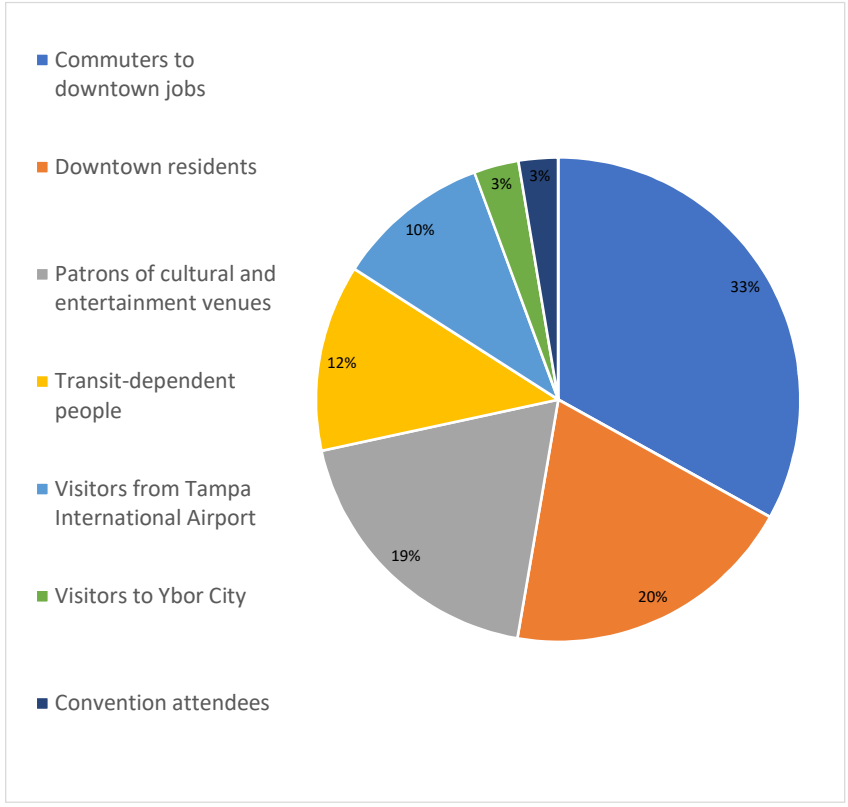


Streetcar Survey

SECTION 3- THE FUTURE OF DOWNTOWN MOBILITY

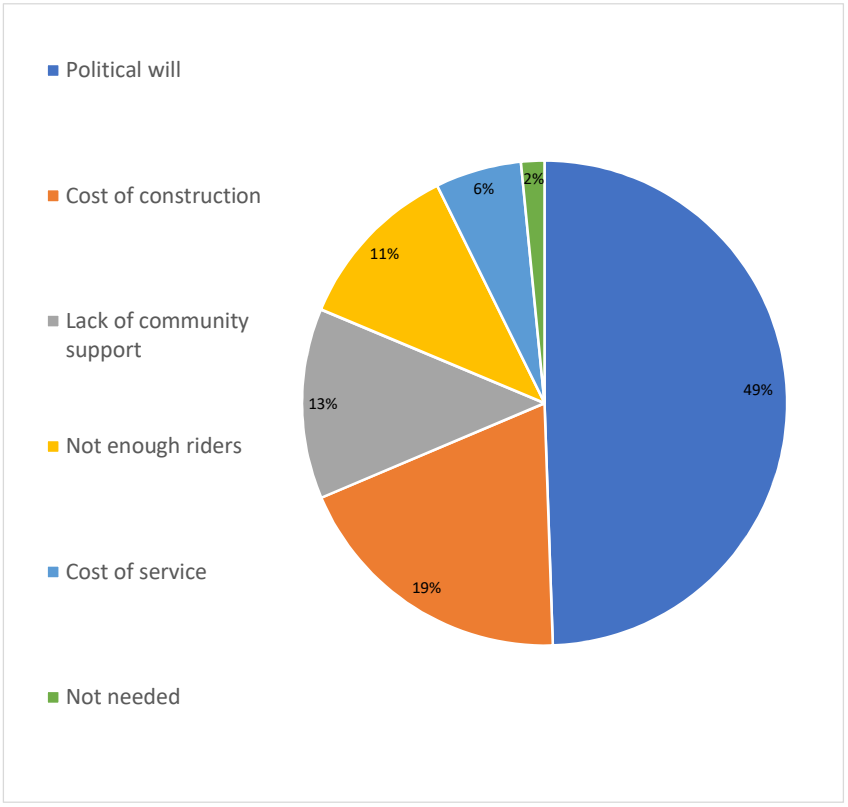
Q19. What PRIMARY TRAVEL MARKETS should we focus for a streetcar mobility solution?

Commuters to downtown jobs	276
Downtown residents	164
Patrons of cultural and entertainment venues	158
Transit-dependent people	104
Visitors from Tampa International Airport	86
Visitors to Ybor City	25
Convention attendees	22



Q20. What is the biggest barrier to implementing a downtown mobility solution?

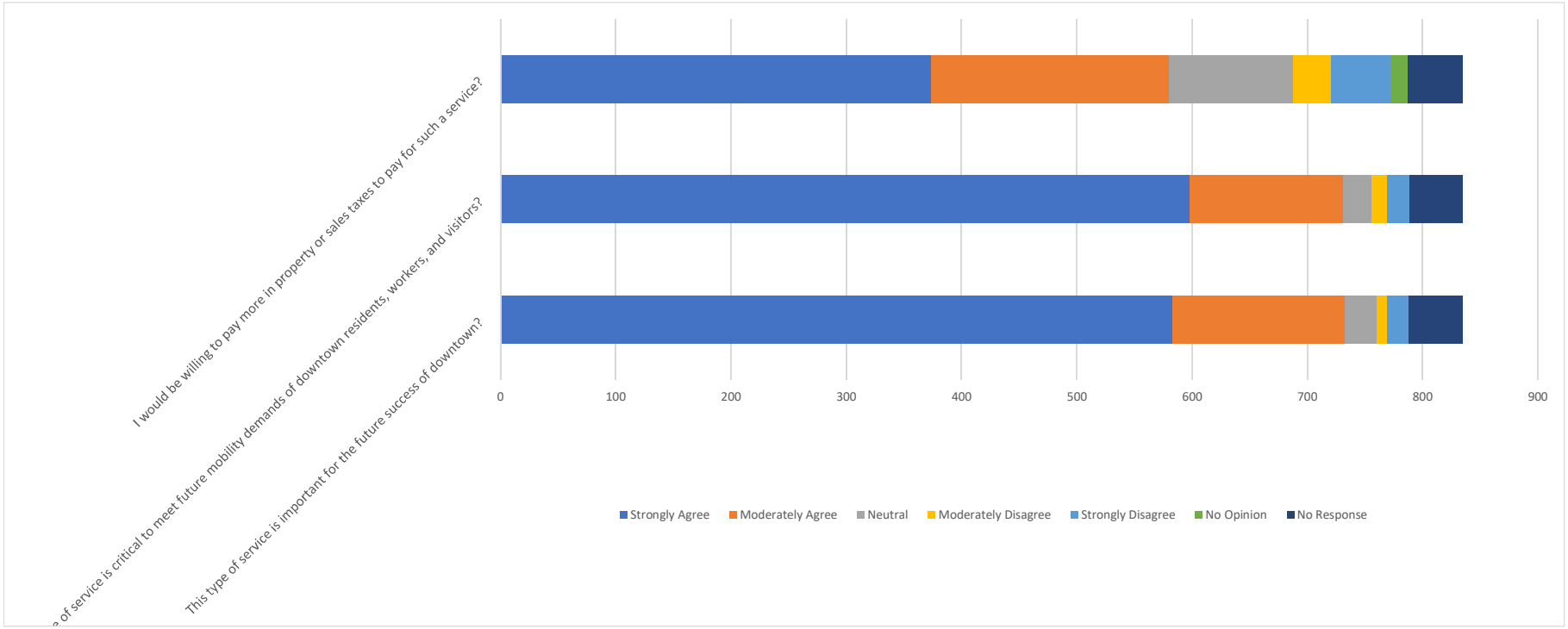
Political will	413
Cost of construction	160
Lack of community support	106
Not enough riders	95
Cost of service	48
Not needed	13



Streetcar Survey

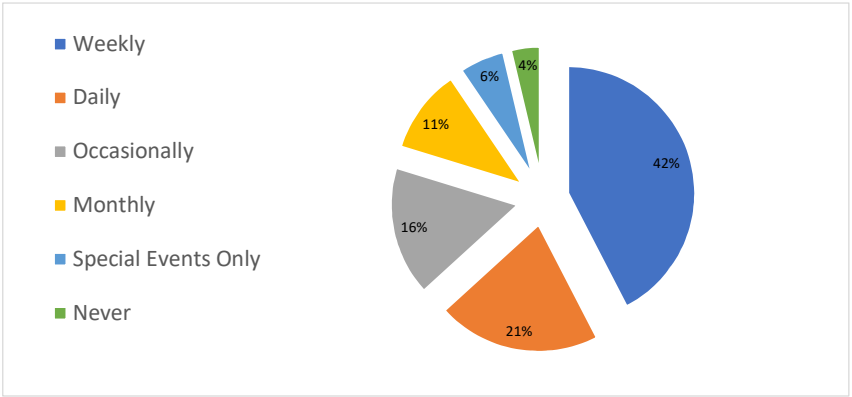
SECTION 4 – MOBILITY CONCEPTS **Downtown Circulator**

Indicate your level of agreement with the following statements (Q21-Q23)



Q24. How often would you use the service?

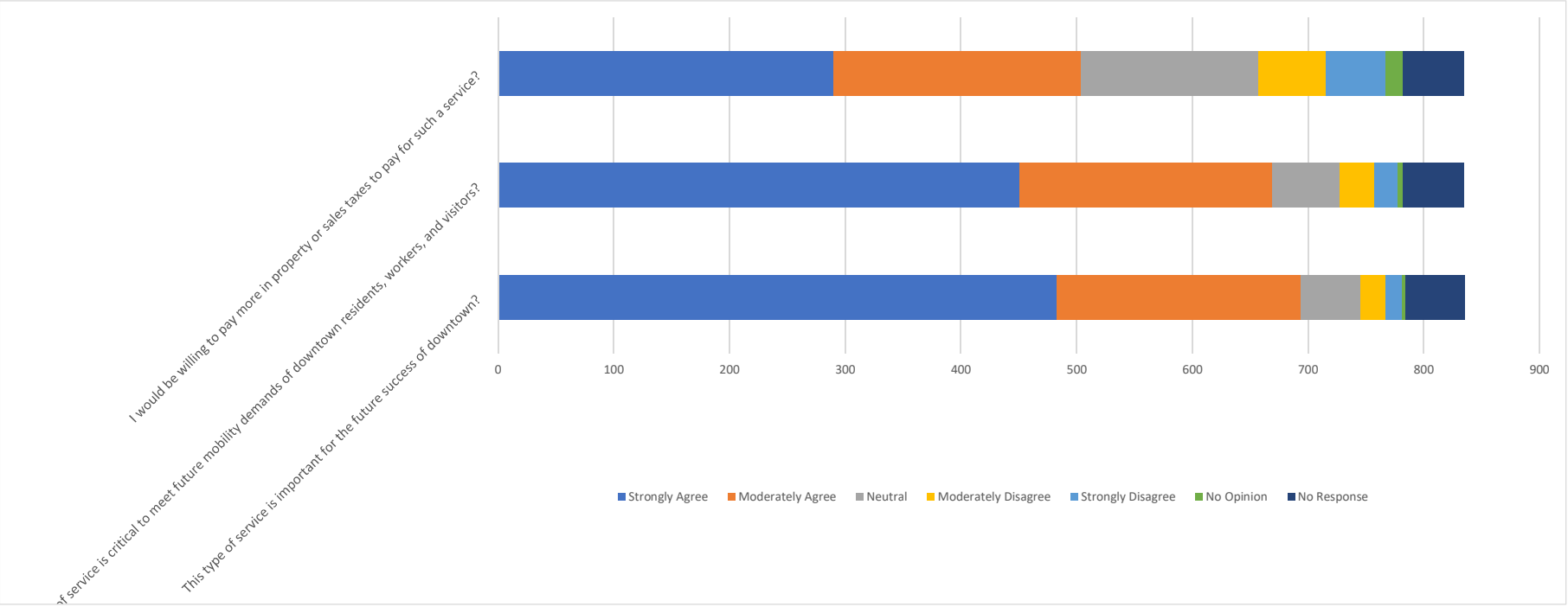
	Responses
Weekly	354
Daily	174
Occasionally	138
Monthly	90
Special Events Only	48
Never	31



Streetcar Survey

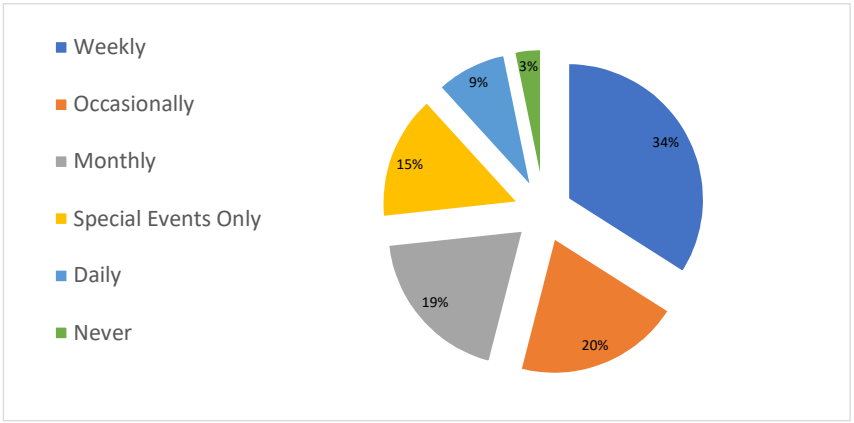
SECTION 4 – MOBILITY CONCEPTS **Venue Connector**

Indicate your level of agreement with the following statements (Q25-Q27)



Q28. How often would you use the service?

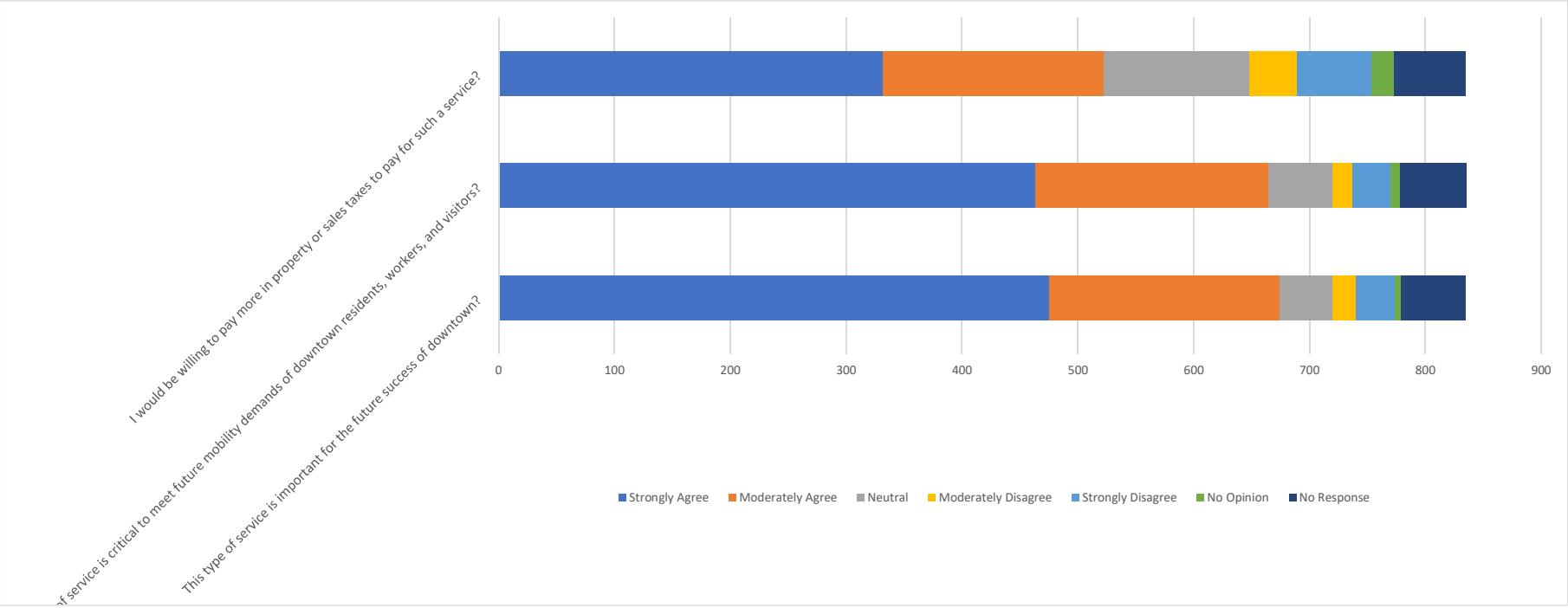
	Responses
Weekly	284
Occasionally	167
Monthly	161
Special Events Only	125
Daily	71
Never	27

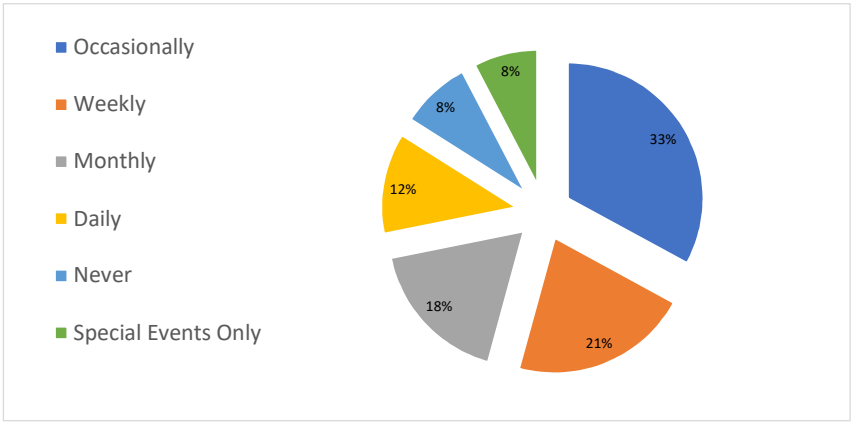


Streetcar Survey

SECTION 4 – MOBILITY CONCEPTS **Subregional Link**

Indicate your level of agreement with the following statements (Q29-Q31)



Q32. How often would you use the service?

	Responses
Occasionally	275
Weekly	178
Monthly	147
Daily	101
Never	70
Special Events Only	64